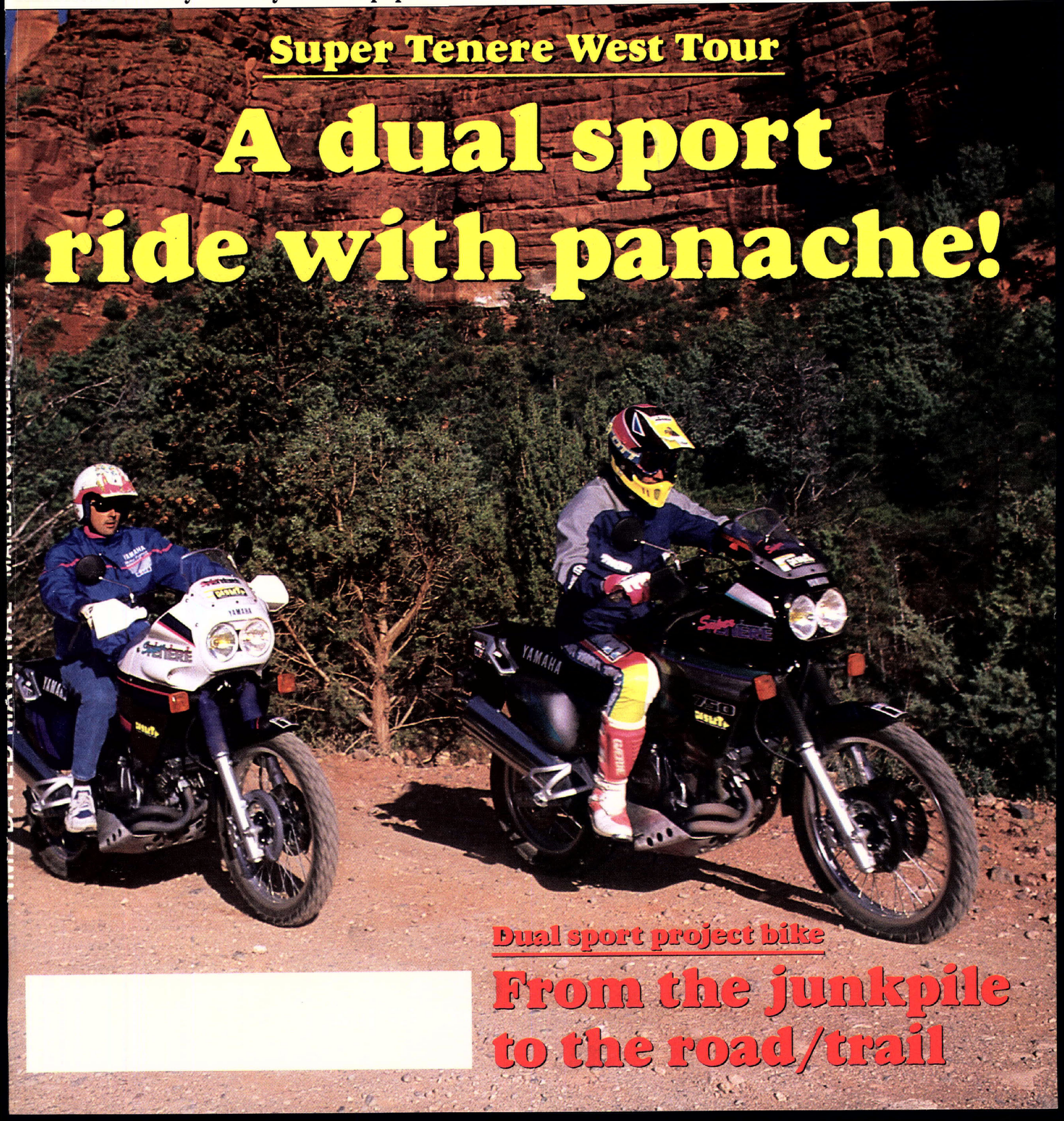
Test: Kevin Schwantz's Suzuki RGV500 GP bike

CYCLE NEWS

America's weekly motorcycle newspaper November 25, 1992: Number 46 (outside the U.S. $2.75) $2.00



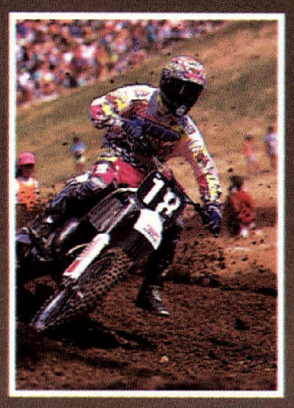
Super Tenere West Tour

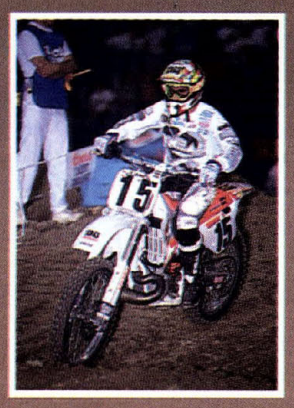
A dual sport ride with panache!

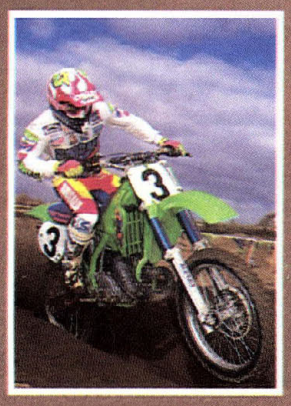
Dual sport project bike

From the junkpile to the road/trail

VF-X







SHOEI
THE LEADER IN STYLE

VF-X FEATURES

- EXTREMELY LIGHT CARBON FIBER, FIBERGLASS, AND KEVLAR* SHELL
  *Kevlar is a registered trademark of Du Pont Chemical Company
- FULLY VENTILATED–CHIN, FOREHEAD, AND REAR EXHAUST
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- THREE HOT COLORED GRAPHICS

SHOEI VF-X

THE PROFESSIONAL CHOICE

Jeff Stanton (Hon) was crowned King of Bercy at the Paris Supercross, held at Bercy Stadium in Paris, France, November 13-15. Stanton won the first two rounds of competition, and finished second to **Jean-Michel Bayle** (Hon) on the third and final day. **Larry Ward** (Suz) and **Jeremy McGrath** (Hon) rounded out the top three on Friday, while Bayle and Ward were second and third, respectively, on Saturday. Ward finished third behind Bayle and Stanton on Sunday.

Doug Henry (Hon) was dubbed Prince of Bercy for his overall win in the 125cc support class at Paris. Henry won the first two nights, and finished fourth on Sunday to wrap up the overall win. Frenchmen **Mikael Pichon** (Hon) and **Cyril Porte** (Hon) were second and third, respectively, on Friday, while newly-crowned 125cc World Champion **Greg Albertyn** (Hon) and **Buddy Antunez** (Hon) rounded out the top three on Saturday. Antunez earned Sunday's win, ahead of Albertyn and **Jimmy Button** (Suz).

Mike Healey (Suz) was the 125cc Pro class winner at the final round of the GFI Fall MX Series South at Perris Raceway in Perris, California, November 15. **Dana Wiggins** (Hon) finished second, and **Derek Natvig** (Kaw) was third. **Shaun Kalos** (Yam) was the 250cc Pro class winner, ahead of **Donald Upton** (Yam) and **Cory Keeney** (Kaw).

After being named winner of the 1992 Mickey Thompson Award of Excellence, **Guy Cooper** said that he was surprised that he had won. "I didn't even know I was in the hunt," said Cooper, who is obviously well-liked by his fans, as evidenced by louder-than-usual applause whenever his name is announced at Camel Supercross Series events. "I'm kind of surprised, but I think it's really neat. I think they like me because I always try my hardest and give the fans what they want and come to see."

Motocrossers **Jeff Dement** and **Chad Pederson** have signed to ride for DGY Racing in the '93 season. According to **Jim Canner**, the DGY Racing team manager, both riders will contest the Eastern Regional 125cc Supercross Series and the National Championship 125cc MX Series aboard Yamaha YZ125s.

It looks like **Doug Polen** will not defend his World Superbike Championship in 1993. According to Fast By Ferracci Ducati team owner **Eraldo Ferracci**, it is likely that the two-time World Superbike Champion will compete only in the AMA National Championship Superbike Series next year. "I'm pretty sure, but that question is for him," Ferracci said. "He's supposed to let me know this week." Ferracci also said that he will try and sign New Zealander **Andrew Stroud** to a contract if there is enough budget. "He's a nice kid, very calm, but it depends on the budget," Ferracci added. So far, Ferracci has only **Pascal Picotte** signed to a contract for the 1993 season. Polen, who is vacationing, could not be reached for comment.

Rossini Racing Products (RRP), a shop in Washington, New Jersey, and **Boyesen Engineering**, manufacturers of Boyesen reeds, have joined forces to sponsor **Timmy Ferry** in the Eastern Regional 125cc Supercross Series and National Championship MX Series in '93. Seventeen-year-old Ferry, who has had a stellar amateur career riding for Kawasaki's Team Green, will compete aboard a Yamaha YZ125. RRP owner **Mike Rossini** will manage the one-man team.

Larry Brooks, **Kyle Lewis**, **Shaun Kalos** and **Lowell Thomson** have all resigned with **Noleen Racing** for the 1993 season. Brooks and Kalos will concentrate on the AMA 250cc National Championship MX and Camel Supercross Series, as well as the MTEG Ultracross series. Lewis will campaign the AMA 125cc West Coast Supercross Series, AMA 125cc Nationals and the MTEG Ultracross series, while Thomson will concentrate solely on the Ultracross series.

In addition to the "big bike" team, **Noleen Racing** will handle Yamaha's 80cc race team. **Jerry Aleman** and **Shaun Perolio** have signed on as the two factory mini pilots.

Stu Peters of the **Continental Motosport Club** (CMC) has purchased **Sunrise Cycle Park** in Adelanto, California, and will move the company's offices to the desert facility. The club will retain its mailing address (P.O. Box 9458, San Bernardino, CA 92427), but have a new phone number — 619/246-2621. "We officially take over on December 1st," said Peters. "We are planning to turn Sunrise into a multi-use park, including a five-eighths mile oval track and a man-made Jet Ski lake."

Mike Eads owner of Kingsport Kawasaki-Suzuki in Kingsport, Tennessee, suffered fatal injuries in an automobile accident on November 12. Eads was involved in MX since the early '70s, first as a racer and then a sponsor. He is survived by his wife, Carol, and three children. Condolences may be sent to the family at 1904 Brookside Dr., Kingsport, TN 37660.

Motorcycle Collector magazine will become a monthly publication effective with the March 1993 issue. The magazine debuted earlier this year as a bi-monthly publication. "Things are going well and we have had lots of requests from our readers to do this," said publisher **Don Emde**. "Rather than do what some books have done with the 6-to-9-to-12 approach, we decided to jump into the deep end of the pool and let 'er rip," said Emde. Existing subscribers will have their six-issue subscriptions accelerated into a monthly subscription for their remaining issues. The new 12-issue subscription rate is $33. For more information, call 800/827-7097.

The **Custom Motorcycle Raffle** hosted by **Mid USA Cycle Parts** at the October 17-19 Action Motorsports Trade Expo in Louisville, Kentucky, **raised $5800 for the Preserving the Past . . . Ensuring the Future preservation trust fund** which benefits the AMA Motorcycle Heritage Museum and the MIC Discover Today's Motorcycling campaign. Mid USA Cycle Parts owners **Les** and **Sandy Morrison** and **Bob Battefeld** purchased the $12,000 1993 Harley-Davidson Dyna Glide and then customized it during show hours. The winner of the bike was **Charles Freshour** of Salem M/C and ATV in Salem, Illinois. He had purchased one raffle ticket, among the nearly 2000 sold.

As expected, California's newly elected Democratic Senators **Dianne Feinstein** and **Barbara Boxer** say they'll work for early passage of a **desert bill** that calls for an increase in park and wilderness areas in the southern California desert. "The desert bill should get passed as soon as possible, and hopefully signed by the new president," Feinstein told the Riverside (California) Press-Enterprise. Boxer said, "At the moment we have the opportunity, we will act on that in the Senate." Feinstein is completing the last two years of the six-year term that Pete Wilson was re-elected to in

Hamel/Ostbo/Sweetland win Baja 1000

Two-time AMA National Hare & Hound Champion Danny Hamel teamed up with Paul Ostbo and Garth Sweetland and scored the overall win at the 25th running of the Tecate/SCORE Baja 1000 in Baja California, Mexico, November 12-13. The Kawasaki KX500-mounted team completed the 1028-mile point-to-point race, which began in Ensenada and ended in La Paz, in 16 hours, 50 minutes and 15 seconds, averaging 61.333 miles per hour.

The runner-up team — Honda XR600-mounted Dan Ashcraft, Dave Donatoni and Johnny Campbell — finished in 17:02:13 at an average speed of 60.615 mph. Third overall was another Honda XR600 team made up of Chuck Miller, Bob Rutten and Bruce Ogilvie. They completed the race in 17:36:40, averaging 58.639 mph.

Scott Morris, Craig Smith and Dave Ondas, aboard a Kawasaki KX250, scored the Class 21 (250cc) win (18:46:30/55.004 mph), beating the runner-up Suzuki RM250 team of Darren Sanford, Brian Schmuckle and Fred Willert by nearly two hours.

Japan's Hiroyki Watanabe, Katsuyuki Hasegawa and Keiichi Hasegawa, riding a Kawasaki KX125, earned the Class 20 (125cc) win; Dan Worley, Earl Roberts and Mark Vanscourt topped Class 30 (over 30 years of age) on a Kawasaki KX500; Chris Haines, Scott Forward, Rick Shirey and Bill Tanner took Class 40 honors on a Kawasaki KX500; and Al Perrett, Byron Farnsworth, Sam Bass and Ron Dugan topped Class 50, also on a Kawasaki KX500.

Not only did the Hamel/Ostbo/Sweetland team finish ahead of all the motorcycle team entrants, they also beat the four-wheel vehicle division winner, a Class 1 truck driven by Paul and Dave Simon, by three minutes and 13 seconds. The Simon brothers averaged 61.165 mph.

Larry Roeseler and Ted Hunnicutt Jr., who won the event last year, teamed with Greg Zitterkopf on a Kawasaki KX500 but failed to finish; their bike seized approximately 50 miles into the race.

Of the 122 motorcycle teams that started the race, 88 made it to the finish line.

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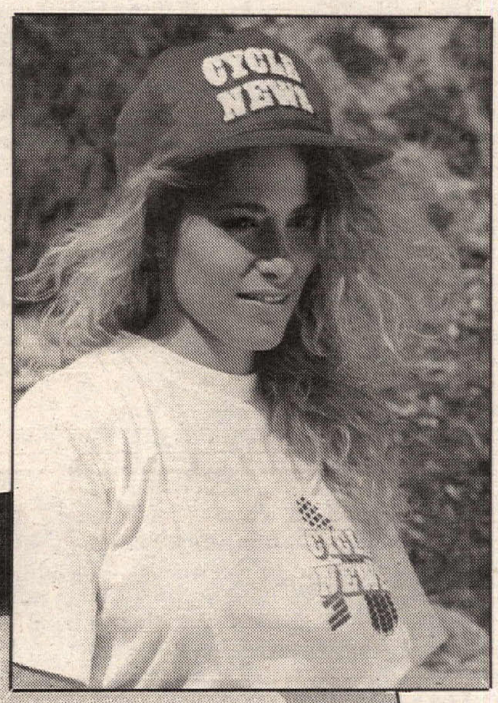

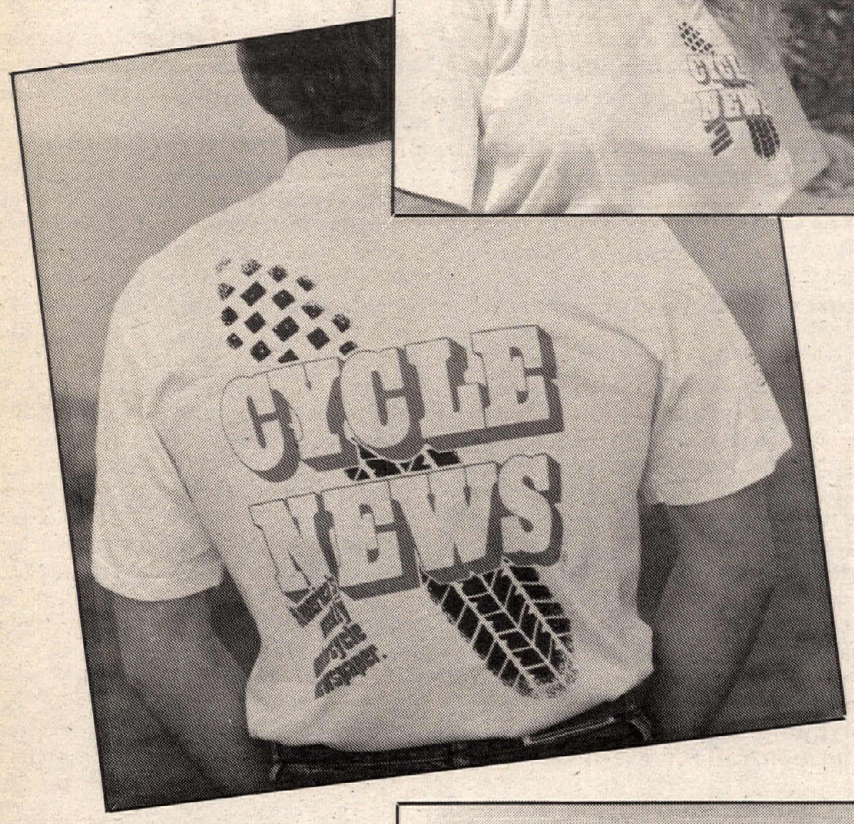

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IN THE WIND By Papa Wealey

1988. Republican John Seymour served two years of the term after Wilson was elected governor of California in 1990, but lost the recent election to Feinstein. Boxer was elected to a six-year term.

Dirt Rider magazine is celebrating its first decade with a 256-page **10th anniversary issue**. At 256 pages, the December issue is the publication's largest-ever. In their review of the past 10 years, the publication names **Larry Roeseler** as the off-road rider of the decade and **Jeff Ward** as the motocrosser of the decade. Dirt Rider was the brainchild of Editorial Director Charlie Morey and Executive Publisher Dick Lague. Morey was a *Cycle News* editorial staff member from 1974 to 1980, while Lague was formerly the marketing director for Can-Am motorcycles. Papa extends his best wishes and a "job well done" to them on the occasion of the magazine's 10th anniversary.

H&H KTM of Douglasville, Georgia, will host its **10th Annual Weekend South** over the December 4-6 weekend. Activities get underway on Friday evening with a party that will be attended by factory reps. A tech seminar will be conducted on Saturday morning by H&H owner **Barry Higgins** and the KTM tech department. Saturday afternoon will be devoted to test rides on the 1993 KTMs at the Bremen MX and hare scrambles track. On Sunday morning, an off-road riding school will be conducted at Bremen by **Allen Gravitt** and a special appearance will be made by 1991 National Enduro Champion **Jeff Russell**. The school will be followed by a hare scrambles race along with an AHRMA Vintage Regional MX. For more information, call 404/920-1371.

It's a tradition at our headquarters office that a "crash trophy" is passed on to the staff member who has most recently been involved in an accident that results in dented metal or cracked plastic. Last Wednesday, November 11, Army vet **Terry Pratt** celebrated Veteran's Day by getting involved in a head-on collision in Mexico while he was chauffering associate editor **Kit Palmer** to his starting spot for the Baja 1000. A car was totaled in the accident and Pratt reports that his nearly new pickup truck was a near-wipeout. So, the trophy is sitting on our national advertising sales manager's desk — right? Wrong! It's collecting dust on the desk of associate editor **Paul Carruthers**. Our resident Aussie pitched away a Kawasaki ZX-11 while test riding at Laguna Seca on Thursday, the day after Pratt had his not-so-excellent adventure in Baja.

Harley-Davidson reports that in its third quarter (the three-month period ending September 27) the motorcycle division recorded sales of $201.4 million, a $23.5 million/13.2% increase over the year-ago quarter. Operating profit for the motorcycle division was $25.3 million, a 16.2% increase over the previous year's third quarter. Harley's worldwide parts and accessories division had sales of $47.4 million, a 17.8% increase over the year-ago quarter.

Frenchman **Stephane Chambon** (Hus) topped a field of motorcycle racing all-stars in the Guidon d'Or Superbikers-style event in France recently. Chambon won both races, beating Californian **John Kocinski** (Hus), Spaniard **Alberto Puig** (Hon) and Australian **Wayne Gardner** (Hon) the first day, and then topping Puig and Gardner on the second day. Puig's tally gave him second overall with Gardner third and Kocinski fourth. Frenchman **Jean-Michel Bayle** (Hon) finished seventh overall with a 12-9 tally.

Owners of classic Honda motorcycles will have a chance to display their bikes and win prizes at the Honda Rider's Club of America's (HCRA) annual **Honda Homecoming** which will take place in Marysville, Ohio, next summer on July 21-24. The classic display is geared to coincide with the AMA's Vintage Motorcycle Days in nearby Westerville, Ohio, on July 24-25. The Honda of America Manufacturing plant will host the four-day HCRA event and owners of all brands are invited. The event will culminate with the **Ride for Kids by Honda** on Saturday, July 24. All funds generated by participants in the Ride for Kids are used to fight pediatric brain tumors, the leading cause of death in children by disease. For more information or a registration packet, call 800/347-1289.

The AMA is offering season-long **permanent credentials** to riders and crew members who will be participating in Camel Supercross, National Championship MX and Road Race, Grand National Championship, 600 National Championship and Regional Championship Series in 1993. Supercross, National MX and dirt track series passes are $400 and road race passes are $500 if paid for prior to January 29 ($500 and $600, respectively, after January 29). Beginning with the 1993 season, the AMA will no longer sell a mechanic license. Paddock passes will be available at registration to any current AMA member.

MOVED: White Bros., the aftermarket parts and accessories distributor, to 24845 Corbit Place, Yorba Linda, CA 92687; 714/692-3404 or 800/854-1899; Fax 714/692-3409.

BORN: Kyle Alex Hoag, son of CMC office manager Sondra Peters Hoag and her husband Keith, on November 5 in Monrovia, California.

FORMED: California Mini Road Race Association (CMRRA), to promote YSR racing. For information, call Al Lyons at 714/891-0187.

FORMED: The UnAgency, an advertising/marketing/photography agency, by motorcyclists Dale Davis, Donald Leib and Kinney Jones, in Rancho Cucamonga, California. Phone: 909/948-7030.

ENGAGED: Frank Stacy, Dunlop off-road race coordinator, and Carol Hall, Cycle World magazine western advertising manager. They plan to wed after the 1993 racing season ends.

HIRED: Wayne Cornelius, by Parts Unlimited, a division of LeMans Corp. Cornelius will serve as a purchasing and marketing staff member, concentrating on the off-road market.

BORN: Coleman Marcus Coffman, son of Gary Coffman, owner of Coffman's Exhaust Systems, and his wife Pam, on September 30 in Ukiah, California.

VOICES Letters to the editor

Godspeed, Ang

On November 7, American motorcycling lost a large part of its living memories, and one of its most loyal friends, Angelo Rossi, at the age of 91.

I will always remember when "Ang" went out of his way to personally mount and deliver a new knobby tire and wheel to my home after I missed his motorcycle shop's Saturday closing time. I was able to ride that Sunday, thanks to Ang.

Though both family and friends of Ang believed his time here would conclude as a result of rolling over his truck or tractor on the family ranch, Ang's passing is nonetheless grieved by all who had the treasured experience of just sitting around discussing good times. I deeply appreciated the time spent with Ang and know he will be forever happy riding his Kawasaki 1000 sidecar (with wings). Godspeed, my friend.

Randy Rattaro
San Rafael, CA

Angelo Rossi, a resident of Santa Rosa, California, was the founder of the North Bay M.C. In 1922, he founded Ang Rossi Motorcycles, which has been at its present location in Santa Rosa since 1946. Originally an Indian dealer, Rossi took on the BSA line in 1949. Before BSA went out of business in the early '70s, he began selling Kawasaki and Yamaha, brands the dealership sells to this day. Rossi is survived by his wife Virginia, son Don, daughter Doreen Spellman, three grandchildren, three great-grandchildren, and two sisters. Son Don and grandsons Gary and Glenn will continue to operate the dealership . . . Editor.

Meeting a hero

I just attended my first White Bros. World Championship Vet MX. A great job was done by everyone who put on the event. One person who stood out more than the others was Rex Staten. He has all the time in the world for people at the races. With Rex, you know he is listening to you when you're talking to him. You can just feel it.

When I had my picture taken with Rex, it was something special to me. Rex put his arm on my shoulder like we were brothers.

You might be asking yourself why a Vet Intermediate class rider thinks that getting his picture taken with Rex Staten is such a big deal. Well, because in 1976 I delivered a speech in front of my high school sophomore class. The subject of the speech was Rex Staten and I memorized the speech from an article about him in Popular Cycling magazine. So not only did I have fun racing at the event, I had the chance to reach another one of my goals — meeting Rex up close and personal.

I'd like to thank H.D. Fowler Co., Wescott Rockeries and Bellevue Kawasaki who made it possible for me to attend the event.

Lenny Schwab
North Bend, WA

Shafted sponsor

Apparently there is no honor amongst certain racers. In late 1991, I was approached by Jason Langford and his mechanic, Joey Manuel, for assistance in getting Jason a Yamaha sponsorship for the 1992 season. Through my contacts at Yamaha, I was able to get Jason a ride with Noleen Racing. The agreement was that I would furnish the team a YZ125 and YZ250 which would be returned at the end of the season. The rest of the support would come from Noleen.

For whatever reason, Jason's season was lackluster at best. However, it was agreed that Jason and Joey would return the two bikes at the end of the season. That has not been done. In fact, phone calls are never returned. We at Central Yamaha have completed our end of the bargain. I'm asking Jason and Joey to complete theirs. I'm also notifying anyone who comes into possession of these two bikes (YZ125 - VIN JYA4DBW01NA007481, YZ250 - VIN JYA4DAW08NA006886) that they are the property of Central Yamaha and should be returned to the dealership.

It's unfortunate, but this is the kind of situation that causes dealers to be reluctant to give support to more riders.

David G. Walters
President, Central Yamaha
Plano, TX

Helping hands

Thank you to all the team members and support crew personnel who attended the ISDE in Australia. At one of my most disappointing moments, these people took time from their extremely busy vacation/race schedules to visit or call. This was a big help. All the cards, letters, visits and phone calls were greatly appreciated. Being in the hospital so far from home is tough, especially when everyone else is out racing.

These people, who had to spend a lot of money to go to this event, also took up a collection and the donation helped in what turned out to be a very expensive adventure.

Thank you very much and I will see you all at the Zink Ranch in April.

Ken Brown
Imlay City, MI

Brown suffered serious facial injuries during first day competition at the ISDE in Australia this past August . . . Editor.

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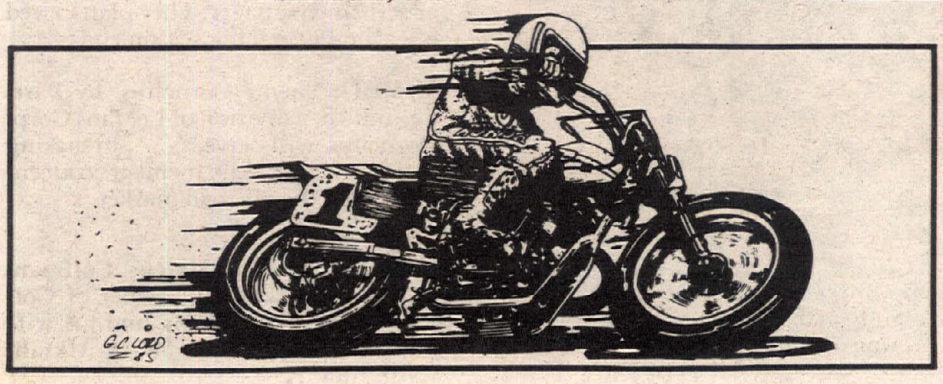

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ON THE FRONT PAGE:

Riding through Oak Creek Canyon out of Sedona, Arizona, is one of the many scenic highlights on Desert Only Travel's Yamaha American Raid '92/Super Tenere West Tour dual sport ride. Check out page four and join us on another dual-sport adventure. Photo by Kinney Jones.

CYCLE NEWS

America's weekly motorcycle newspaper

Volume XXIX

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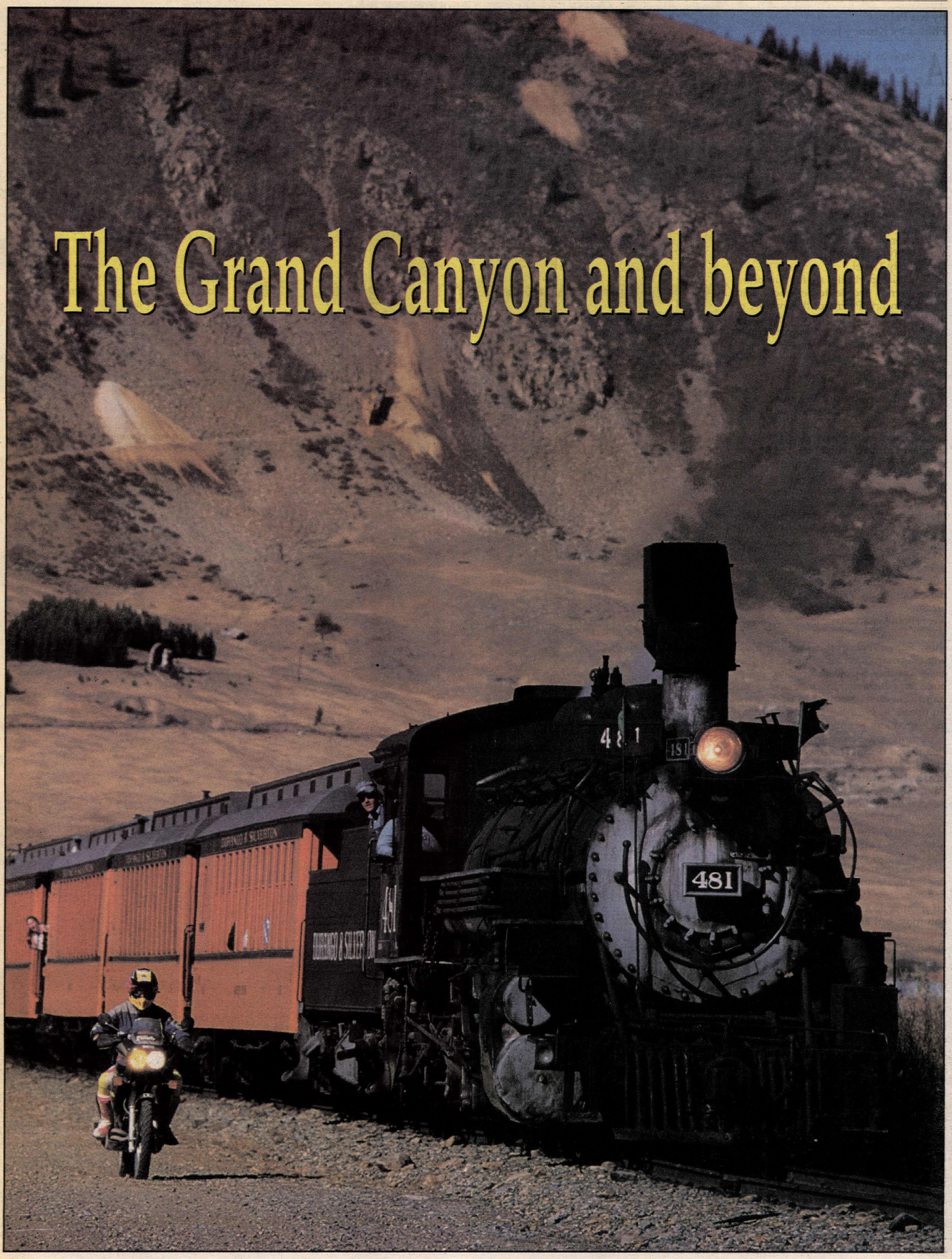
November 25, 1992 CYCLE NEWS

The Grand Canyon and beyond



By Kit Palmer
Photos by Kinney Jones

As soon as Kinney Jones and I drove up to the Desert Inn Hotel in Palm Desert, we knew this wasn't going to be your average, everyday dual sport ride.

In the hotel parking lot was the impressive sight of 15 big Yamaha Super Tenere 750cc 'dual sport' bikes perfectly lined up, side-by-side, and in the hotel lobby, about 20 French people were packing their gearbags and strapping on their helmets.

"So, ah, Kinney. Do you speak any French?" I asked, already knowing the answer.

We were moments from departing on a nine-day dual sport ride hosted by Desert Only Travel.

"My dual sport rides are for Europeans only - French people, to be exact," said Frenchman Eric Perrnard, the founder of the Palm Desert, California-based company. "What we do is give motorcycle enthusiasts from France a unique way of seeing some of the more scenic and famous parts of America, like the Grand Canyon, on motorycles."

Perrnard opened his business in the mid-'80s, offering two-week, off-road vacation packages in southern California and Baja, Mexico. At that time, Husqvarna supplied Perrnard with bikes, but he was seriously restricted as where he could ride using off-road-only dirt bikes, so he eventually switched to dual sport bikes and now his options are practically endless. He eventually worked out a deal with Yamaha France, the French Yamaha importer, to supply his business with bikes and chase vehicles. Now, Perrnard is busy working full-time organizing numerous dual sport rides a year, his most popular the Yamaha American Raid '92 Super Tenere West Tour, the one we were about to participate in.

Just as impressive as the large fleet of shiny Super Teneres lined up out back, were Perrnard's chase vehicles, a super clean 4x4 diesel-powered pickup and a box van, with matching blue and white paint schemes identical to that of the European Sonauto Yamaha off-road racing team colors. Seriously sano.

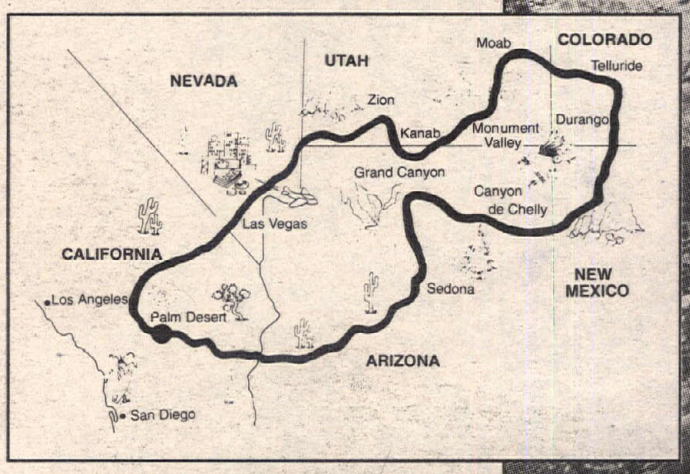
The ride was scheduled to leave Palm Desert at 9:00 a.m. Tuesday, and after visiting six states, would end nine days and nearly 1600 miles later in neighboring Palm Springs. The huge loop routed the riders to many interesting spots along the way, such as the Grand Canyon, Canyon De Chelly, the Four Corners area, Monument Valley, Zion National Park and Las Vegas.

Unfortunately, due to other obligations, Kinney and I would only ride the first half of the loop, where we would peel off at Durango and fly home the following Saturday, but at least it gave us a taste what the Desert Only dual sport tour is all about, and, more importantly, gave us plenty of ideas for future dual sport rides.

Our ultimate destination the first day was Sedona, Arizona, about a 300-mile ride from Palm Desert.

We followed Interstate 10 east, across the California/Arizona border and headed northeast on Highway 60. Late in the afternoon, we finally rolled into Prescott, a small but very scenic town on Highway 89. Prescott is a perfect place to plan a lengthy rest stop for a large glass of iced tea and a game of pool at one of the many classic "Old West" saloons on Whiskey Row.

From Prescott we followed Highway 89-A about 25 miles to Jerome, an old copper mining town that is literally built on the side of a mountain. The view from Jerome is nothing short of spectacular, and the old town has some cool shops and quaint cafes to visit. Across the valley, about 25 miles away, you can spot the red-colored walls of Oak Creek Canyon.



(Top) For many, the Grand Canyon was the highlight of the tour. (Above) The ride covered approximately 1600 miles. (Right) The walls of Oak Creek Canyon are an awesome sight.

It was nearly sundown by the time we finally rolled into the town of Sedona at the south end of Oak Creek Canyon and checked into the Canyon Portal Hotel. Kinney and I wondered how anyone got anything done in this town; if we lived there, we'd probably stand around all day mesmerized by the awesome scenery of the Prescott National Forest.

That night the group gathered for dinner in one of the many restaurants in town. Kinney and I spent most of that evening with the French riders, sitting around with silly smiles on our faces, nodding our heads and saying, "Oui, oui," a lot.

We got up early the next morning and after breakfast fired up the bikes at 7:30 a.m. We had a long ride ahead of us, as we would ride on mostly dirt roads to Flagstaff, then follow Highway 180 to the Grand Canyon.

The big Yamahas were handfuls on the dirt roads. In a straight line, they're surprisingly stable because of the heavy weight, but slowing them down for the turns and leaning over was a different story. No wonder most of the route was pavement and that Perrnard requires a $1000 refundable deposit from each rider.

"The $1000 deposit slows them down quite a bit," said Perrnard.

Less than a mile out of Sedona, we were motoring up a two-track dirt road and enjoying the spectacular scenery. The group quickly spread out, each rider following the detailed route sheet and map given to them at the beginning of the ride. All the instructions were written in French, so Kinney and I tagged along with Eric all day. As it turned out, each rider rode at their own pace, hardly ever riding in a group of more than two people.

"We encourage that," said Perrnard. "That way they aren't pressured into riding over their heads with a faster rider. We have more mishaps when everyone rides in groups."

Eric, Kinney and I brought up the rear, as we zig-zagged through the Coconino National Forest on perfectly groomed two-track dirt roads. We crossed Interstate 17 and would eventually dump out on Interstate 40 (old Route 66) and turn west towards Flagstaff.

From Flagstaff, we joined Highway 180 and followed it to the Grand Canyon. At first we wound through the aspen and pine trees of the San Francisco Mountains, then dropped down to the flat terrain of the Coconino Plateau and eventually rode into the Kaibab National Forest, at the entrance to Grand Canyon National Park.

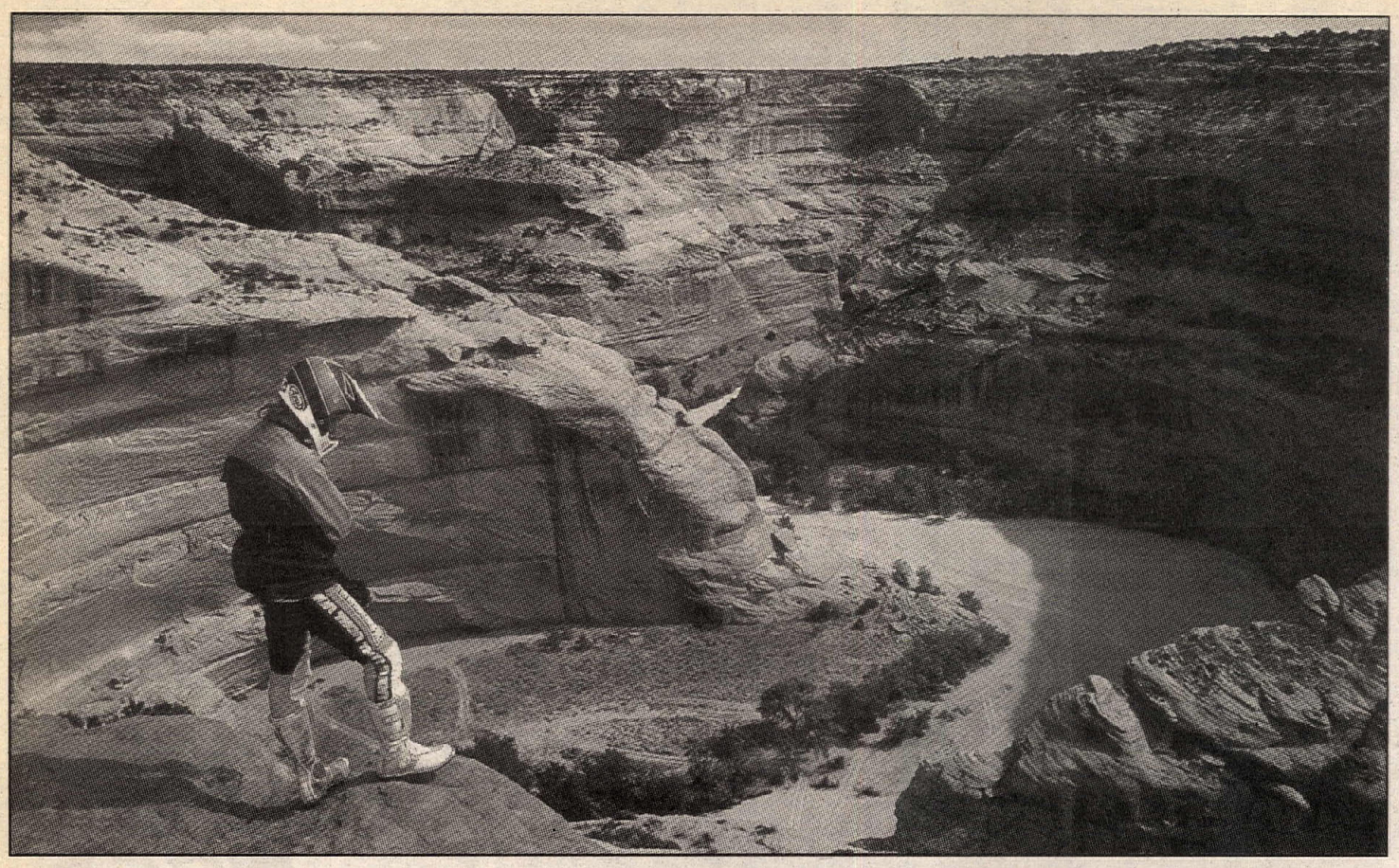
It was here where the first citation was issued, as one of the French riders decided to pass a park ranger and crossed over a double-yellow line.

We rode up to the Canyon's South Rim just as the sun was beginning to set and soaked in the awesome sight until dark. Then we headed east another 30 or so miles to Cameron, a rest area along Highway 17 that featured a small but nice hotel and a restaurant/tourist shop, specializing in Indian artifacts. We were now in Navajo country.

There was no nightlife in Cameron, so after we ate it was time to crank the hotel room heaters on and go to sleep.

We were on the road by 8:00 a.m. the next day, and we had a long trip to Durango, Colorado, ahead of us, approximately 30 miles of dirt roads and over 200 miles of paved ones. We headed east on Highway 264, most of which was flat, long stretches of asphalt until we crossed the three mesas that lie in the center of the Hopi Indian Reservation. We detoured off of 264 and took a dirt road to Highway 62

DUAL SPORT Desert Only Travel



and headed east to Chinle, at the Canyon De Chelly National Monument.

The canyon features deep gorges and steep cliffs. The ritual was the same as the Grand Canyon - you ride up to the overlooks, park your bike and hike about 100 yards to the ledges. Kinney and I noticed, however, tire tracks at the bottom of the canyon. We were told that you could ask around and pay one of the local Indians to take you on a ride through the canyon in a four-wheel vehicle.

From there we headed into New Mexico on Highway 64. We rode through the towns of Shiprock, Farmington and Aztec, and then headed north on Highway 550 into Durango. Durango is famous for its clean air, cold weather, ideal mountain biking trails and the Durango & Silverton narrow gauge steam-powered trains. Moments after riding into town shortly after sunset, train whistles could be heard echoing off the mountain walls. We checked into the Durango Lodge, located about a two-minute walk from the train station. There are plenty of restaurants in Durango, as well as small shops and a cinema.

The next morning we would begin a 50-mile and chilly ride up the mountains to an old silver mining town called Silverton. The elevation here is over 9000 feet, so we were thankful of the big 750cc twin-cylinder engines in the thin air. Riding into Silverton is like riding back in time. Most of the roads in the small town are unpaved, some of the sidewalks are constructed of wood, as are some of the buildings, including the town's old jailhouse. Around noon, you could hear in the distance Durango & Silverton #481 blowing its whistle as it rolled into town with car loads of tourists. The passengers would disembark in Silverton for a few hours then take the train back to Durango. What a great way to spend the day, I thought. Maybe next time.

Kinney and I headed back to Durango via the "old highway," a scenic two-track dirt road that took us about halfway down the mountain before popping back out onto the pavement. Even though the dirt road was only 12 or so miles in length, it was one of the many highlights of the trip.

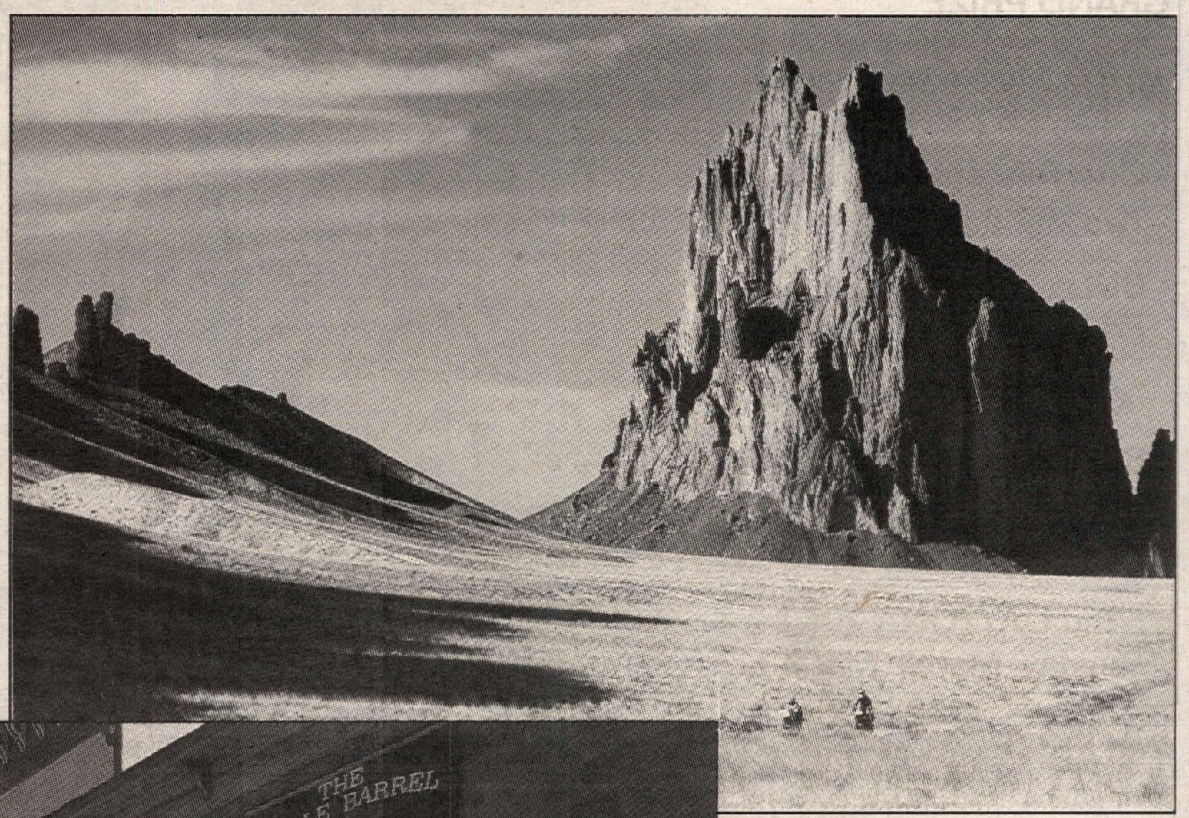
Once again, we rolled back into Durango as the sun set behind the mountains, beating ol' #481 by 30 minutes. For Kinney and I, our trip was now over, but for the rest, it was just the beginning, as they would continue on for another five days. It was tough for Kinney and I to watch the group ride out of town without us the next morning.

Despite the fact that Desert Only Travel only caters to French "dual sporters," Kinney and I discovered plenty of new opportunities for some spectacular dual sport riding. While we were somewhat limited as what we could explore while riding with the tour, Kinney and I noticed plenty of attractive looking dirt roads heading off to "who knows where?" all along the ride.

Afterwards, Kinney and I both agreed what a great vacation it would be to ride (or truck your dual sport motorcycle, and maybe even a mountain bike) to Durango and plan day rides out of there, which should include a day trading your motorcycle in for a train trip to Silverton and back. Even if you're the only dual sport enthusiast in your family, there's plenty to do for the entire family in Durango while you're out riding.

One way or another, there's plenty of trails out there in the great Southwest and beyond, so do some exploring and check 'em out. CN

(Above) Canyon De Chelly National Monument in Arizona might not be as well known as the Grand Canyon, but isn't any less spectacular. (Right) Viewed from far away, this rock formation in New Mexico looks like the sails of a tall ship, hence its name Shiprock. (Below) The Pickle Barrel Restaurant is typical of those in Silverton, Colorado.



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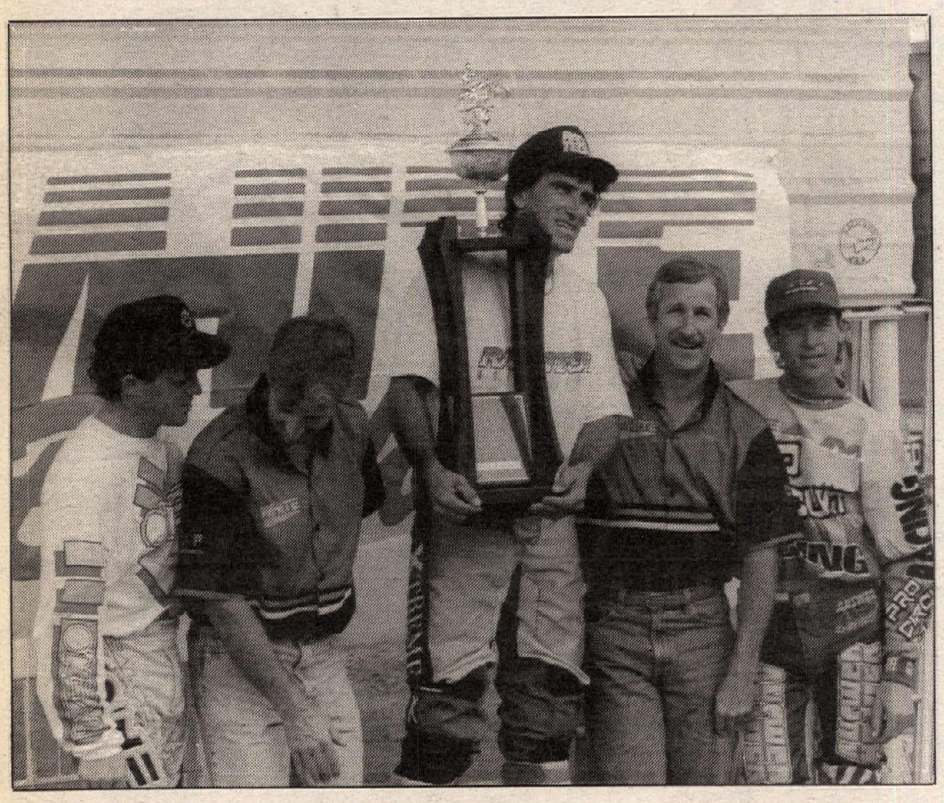
Rex Staten (1) fended off the charges of Mike Beier (3) and Johnny O'Mara (not shown) to earn his fourth Vet World Championship.

Third-place Mike Beier (left), winner Rex Staten (center) and runner-up Johnny O'Mara (right) were joined by race sponsors Tom and Dan White in the winner's circle.



Staten unstoppable at Perris

By Toni Alessi

PERRIS, CA, NOV. 7-8

Rex Staten earned a fourth term as Vet MX champ at the White Bros. World Vet MX Championships at Perris Raceway.

Riders poured in from five countries and 19 states to take part in the two-day event that drew nearly 800 riders. So many Vet Pro class riders were on hand that qualifying heats were required in order to thin the field.

The event was sponsored by 86 different companies, ranging from clothing manufacturers to accessory dealers. A $4300 Pro purse was up for grabs and over $20,000 in manufacturers' product giveaways were awarded to the top-finishing amateurs.

Race Tech's Staten appeared to be sure of himself during the opening ceremonies and said with confidence that he would be the winner at the end of the day, a seemingly cocky statement, considering that he would be pitted against a talented field of riders that included East Coast Vet Champion Alan Andrews, Canadian champ Zoli Berenyi Jr., and former Supercross Champion Johnny O'Mara. Those were just a few of the riders in the talent-rich lineup looking to dethrone Staten.

The top 10 riders from each of two qualifying heats would transfer directly to the main event. All remaining riders would compete in a last-chance qualifier, where the top four riders would also make the cut for the main event.

The format for the Vet Pro final would be two 12-lap motos, with the lowest point earner being crowned the Vet World Champion.

Brian Myerscough roosted away with an easy win in the first qualifier while O'Mara spent much of the heat working up from a poor start, eventually finishing second aboard the only 125cc machine in the field. Joe Waddington rode consistently for third followed by Berenyi and Arkansas' Ron Turner.

Dave Coupe showed raw speed by winning the second qualifier, while Honda-mounted Staten appeared to be cruising in second. Mike Beier finished third, followed by Andrews and Andy Jefferson.

Pete Murray came out on top of a three-way battle with Marc Johnson and John Deremo during the last chance qualifier, in what may have been the best race of all the qualifying events. John Dauth finished fourth and was the final rider to qualify for the Vet Pro final.

At the start of the first championship moto, Myerscough blasted out front on his Pro Circuit-backed Yamaha and quickly opened a 10-second lead. Myerscough simply roosted away from the competition during the opening eight laps.

Staten and Beier battled closely for second, while O'Mara entertained the crowd by passing riders at a rate of two per lap after starting well out of the top 10.

Myerscough slowed suddenly just past the midpoint in the race, suffering from back pains, and he would eventually drop back to a disappointing 22nd place.

Staten took over the lead, but O'Mara and his screaming Pro Circuit 125cc Honda were in third place, and within striking distance of Beier and Staten. Beier never had a chance. O'Mara simply made the pass and roosted away. With Staten in his sights, O'Mara picked up the pace and reeled in the leader. O'Mara caught the defending champ, then dogged him right up to the final lap, where he made his move.

"I got stuck behind a lapped rider and was forced wide," said Staten. "O'Mara cut inside and rolled down the side of the jump, looking at me. I didn't like that."

O'Mara made the pass, but Staten responded with a pass of his own by choosing a deeply rutted inside line to shove O'Mara over a berm to retake the lead.

"I pointed my finger at him after I passed him. I wanted him to know I didn't like the way he passed me," Staten said.

After coming so far, O'Mara was not about to throw in the towel, and passed Staten for the final time in the back section of the course. O'Mara won the moto, while Staten's mood turned almost hostile as he crossed the line in second.

Beier finished a distant third, followed by Coupe and Joe Waddington.

Staten led the start of the second moto and began to ride in an unusual smooth manner, almost as if he were reserving his energy, while Beier and Waddington battled over second place. O'Mara was again putting on a show, quickly moving through the pack, and within three laps disposed of both Waddington and Beier.

Once into second place, O'Mara quickly caught Staten, who responded by turning up the wick and setting an even faster pace. O'Mara seemed spellbound, and was unable to advance any further.

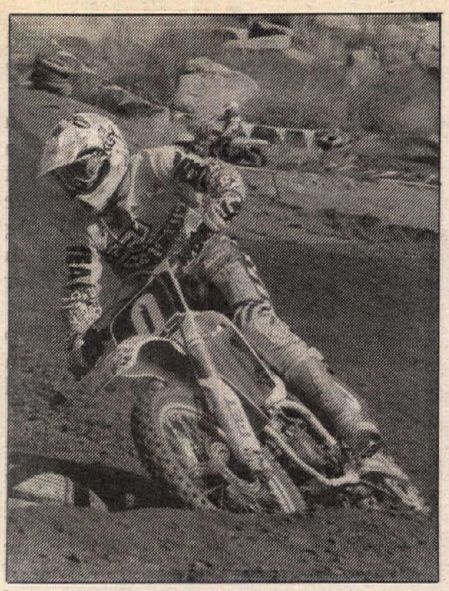
It all began to come apart for O'Mara during the closing three laps of the race, when he started to make a number of mistakes.

"My arms were gone. They were so numb that I couldn't even feel them," O'Mara said.

O'Mara dropped back during the closing moments of the race and handed the moto and the Vet World Championship to Staten, who rode a near-perfect moto.

Beier finished third, followed across the line by Coupe and Berenyi.

Alan Olson and Gary Jones battled during the first 40-Plus Expert moto until Jones made a mistake and



Johnny O'Mara piloted a Team Peak/Pro Circuit Honda CR125.

dropped back to fifth. Olson cruised the remaining laps for an easy win. Jones charged back with a vengeance and nipped Carl Gazafy for second place on the final lap.

The second moto saw Gazafy out front for a brief spell, before Jones blew by. Once out front, Jones disappeared for the moto and overall wins. Olson eventually passed Gazafy for second, but Jones was well out of reach.

Jones won the moto and the overall victory, while Olson settled for second in front of Kohler, Gazafy and Gary Peak, who traveled thousands of miles from Illinois to attend the race. CN

Eyvind Boyesen (17), Zoli Berenyi (67) and Jean Ramsay (12) raced like youngsters in the Plus-50 Expert class.

Results

SATURDAY

FIRST TIMER: 1. Jerry Stephens (Hon); 2. Tim Moore (Hon); 3. George Thorp (Kaw); 4.Mark Wites (Hon); 5. Larry Robinson (Yam).

+25 NOV D-1: 1. Todd Broussard (Kaw); 2. Sterlyn Rigsby (Yam); 3. Steve Akers (Hon); 4. Jay Pavlovec; 5. Nate Rauba (Kaw).

+25 NOV D-2: 1. Steve Schultz (Suz); 2. Eric Knudson (ATK); 3. Mike Dougherty (ATK); 4. Rudy Chavez (Hon); 5. Louie Peck (Kaw).

+25 INT: 1. Ron Sharp (Yam); 2. Tom Engel (Hon); 3. Doug Yarnell (Yam); 4. John Volk (Suz); 5. Tony Spear (Yam).

+25 EX: 1. Scott McElroy (Suz); 2. Willy Musgrove (ATK); 3. Bryan Curtis (Yam); 4. Chris Lance (Yam); 5. Larry Lawrence (Kaw).

+30 NOV D-1: 1. Lou Soto (Yam); 2. Bill Luttrell (Yam); 3. David Minnick (KTM); 4. Tony Parsons (Suz); 5. James Thunderson (Yam).

+30 NOV D-2: 1. Scott Highland (Suz); 2. Steve Akers (Hon); 3. Ron Stebe (Yam); 4. Scott Churchill (Hon).

+30 NOV D-3: 1. Mike Marion (Hon); 2. Dave Simon (Yam); 3. Mark Hopkins (Yam); 4. Mark Davenport (Yam); 5. David Holland (Hon).

+30 NOV D-4: 1. Rudy Chavez (Hon); 2. Greg Nelson (Hon); 3. Mike Dougherty (ATK); 4. Darren Clifford (Yam); 5. Frank Ruff (Yam).

+30 INT D-1: 1. Tom Engel (Hon); 2. Mark Duval (Hon); 3. David Lynch (Hon); 4. George Wallace (Yam); 5. Ron Sharp (Yam).

+30 INT D-2: 1. Terry Varner (Yam); 2. Mark Stroup (Yam); 3. Troy Lee (Suz); 4. John Lundy (Hon); 5. Donna Leib (Hon).

+35 NOV D-1: 1. Brad Morrison (Hon); 2. Perry Brandon (Yam); 3. Jim Divorio (Yam); 4. Greg Pagan (Hon); 5. Dave Simon (Yam).

+35 NOV D-2: 1. Dave Johnson (Suz); 2. Jeff Keeler (Hon); 3. David Minnick (KTM); 4. Mike Marion (Hon); 5. Scott Kinnier (Hon).

+35 INT: 1. Gary Peak (Yam); 2. Bob Shimp (Suz); 3. Marc Crosby (Yam); 4. Bob Maxwell (Hon); 5. Doug Taft (Yam).

+40 NOV: 1. Steve Fox (Hon); 2. Allen Staige (Yam); 3. Randy Smith; 4. Jim Hanenberg (Yam); 5. Paul Brudal Sr. (Kaw).

+40 INT: 1. Joli Berenyi (Hon); 2. Henry Gref (Hon); 3. Jack Roten (ATK); 4. Leroy Smith (Hon); 5. Jean Ramsay (Yam).

+40 EX: 1. Gary Jones (Kaw); 2. Alan Olson (Hon); 3. George Kohler (Suz); 4. Carl Gazafy (Hon); 5. Gary Peak (Yam).

+50 NOV: 1. Barry Simon (Hon); 2. Bruce Cornell (Kaw).

+50 INT: 1. Paul Brudal Sr. (Kaw); 2. Gary Anderson (Kaw); 3. Jim Hollon (Hon); 4. Ernie Cabral (Suz).

+50 EX: 1. Zoli Berenyi (Hon); 2. Eyvind Boyeson (Kaw); 3.Henry Gref (Hon); 4. John Huegel (Hon); 5. Bob Millner (Hon).

+60 NOV: 1. John Webb (Hon); 2. Norm Armstrong (Hon).

WMN: 1. Nadine Holbert (Yam); 2. Bonnie Warch (Suz); 3. Tami Rice (Suz); 4. Val Roberts (Hon); 5. Brenda Hannah (Suz).

VET PRO: 1. Brian Myerscough (Yam); 2. Mike Beier (Yam); 3. Dave Coupe (Hon); 4. Ron Turner (Kaw); 5. Joe Waddington (Hon).

SUNDAY

+25 NOV D-1: 1. Doug Yarnell (Yam); 2. Todd Broussard (Kaw); 3. Steve Stultz (Suz); 4. Scott Highland (Suz); 5. Paul Kellen (Yam).

+25 NOV D-2: 1. Jerry Jetton (Suz); 2. Louie Peck (Kaw); 3. John Mitchell (Yam); 4. Eric Knudson (ATK); 5. Mark Sherwood (Yam).

+25 INT: 1. Michael Becke (Yam); 2. Guy Griffin (Suz); 3. Tim Nash (Yam); 4. Ron Sharp (Yam); 5. Tony Spear (Yam).

+25 EX: 1. Bryan Curtis (Yam); 2. Scott McElroy (Suz); 3. Willy Musgrove (ATK); 4. Chris Lance (Yam); 5. Zoli Berenyi Jr. (Kaw).

+30 INT D-1: 1. David Lynch (Hon); 2. Ron Sharp (Yam); 3. Joe Casey (Yam); 4.Marc Crosby (Yam); 5. Kelly Franklin (Yam).

+30 INT D-2: 1. Terry Varner (Yam); 2. John Lundy (Hon); 3. J.S. Hanson (Hon); 4. Dan Paulson (ATK); 5. Marc Stroup (Hon).

+30 NOV D-1: 1. Bill Reimer (Yam); 2. Greg Pagen (Hon); 3. Bill Luttrell (Yam); 4. Jim Hale (Suz); 5. Baru Waalk (Hon).

+30 NOV D-2: 1. Greg Nelson (Hon); 2. Louie Peick (Kaw); 3. Dean Osterander (Suz); 4. Pete Vetrano (Suz); 5. Bobby Doty (Kaw).

+30 NOV D-3: 1. Doug Yarnell (Yam); 2. Mark Davenport (Yam); 3. Mike Marion (Hon); 4. Frank Villa (Suz); 5. Dave Simon (Yam).

+30 NOV D-4: 1. Mark Sherwood (Yam); 2. Randy Lester (Kaw); 3. Todd Narble (Yam); 4. Chris Wilinski (Hon); 5. Greg Erickson (Kaw).

+35 NOV D-1: 1. Larry Watkins (Kaw); 2. Jim Hale (Suz); 3. Pete Vetrano (Suz); 4. Bob Hueth (Hon); 5. Skip Christy (Hon).

+35 NOV D-2: 1. Jim Divorio (Yam); 2. Mike Marion (Hon); 3. Perry Brandow (Yam); 4. Tony Parsons (Suz); 5. Greg Erickson (Kaw).

+35 INT: 1. Alan Olson (Hon); 2. J.S. Hanson (Hon); 3. Carl Gazafy (Hon); 4. Bart Lucas (Yam); 5. Marc Crosby (Yam).

+40 NOV: 1. Steve Fox; 2. Rick Sowma (Yam); 3. Randy Smith (Kaw); 4. Rick Hansen (Hon); 5. Chris Stopleton (KTM).

+40 INT: 1. Zoli Berenyi (Hon); 2. Steve Clark (Kaw); 3. Rusty Spencer (Yam); 4. Dennis McAdam (Kaw); 5. Jack Roten (ATK).

+40 EX: 1. Alan Olson (Hon); 2. Carl Gazafy (Hon); 3. George Kohler (Suz); 4. Gary Jones (Hon); 5. Tom White (Kaw).

+50 NOV: 1. Barry Simon (Hon); 2. Bruce Cornell (Kaw); 3. Phil Black (Hon).

+50 INT: 1. Paul Budai Sr. (Kaw); 2. Al Smith (Yam); 3. Richard Bealer (Yam); 4. Gary Anderson (Kaw); 5. Buzz Moehller (Hon).

+50 EX: 1. Zoli Berenyi (Hon); 2. Henry Gref (Hon); 3. Eyvind Boyesen (Kaw); 4. Jean Ramsay (Yam); 5. Bob Millner (Hon).

+60 EX: 1. Chuck Minertt (Hon); 2. Hal Grady (Hon).

+60 NOV: 1. John Webb (Hon); 2. Norm Armstrong (Hon).

VET PRO FINAL: 1. Rex Staten (Hon); 2. Johnny O'Mara (Hon); 3. Mike Beier (Yam); 4. Dave Coupe (Hon); 5. Joe Waddington (Hon).

DUAL SPORT 0-250 NOV: 1. Rick Sowna (Yam); 2. Fred Nelson (Suz).

DUAL SPORT 251-500 NOV: 1. Bryce Johnson (Suz); 2. Mark Granberg (Suz).

DUAL SPORT 501-UP INT: 1. Damon Powe; 2. Tissa Wimalasekera (Yam).

DUAL SPORT CONVERTED: 1. Mark Smith (Hon); 2. Sam Ross (Suz); 3. Gary Zweifel (ATK); 4. Andrew Horton (Hon); 5. Bill Rose (Suz).

VINT: 1. Duane Qayle (Suz); 2. Scott Davis (Hon); 3. Bryan Davis (Hon); 4. Bill West (Oss); 5. Tim Nash (Hon).

WMN: 1. Nadine Holbert (Yam); 2. Tami Rice (Suz); 3. Brenda Hannah (Suz); 4. Gale Webb (Hon); 5. Darcy Patterson (Kaw).

Mike Marion (102) reeled in Mark Davenport (99) and went on to win Saturday's Vet Novice division three class with consistent 2-2 finishes. Davenport was fourth.

Alan Olson (63) grabbed the holeshot and roosted away with the win in the Plus-40 Expert class on Sunday. Carl Gazafy (7) finished second overall.

Mike Kiedrowski grabbed the holeshot and led the 15-lap main event from start to finish aboard his Shane Nalley-prepared Kawasaki KX250.

Jeff Ward saluted his Japanese fans after taking a single, slow parade lap.

Kiedrowski on top at Osaka

By Andrew Clubb

OSAKA, JAPAN, NOV. 8

Mike Kiedrowski added to his already impressive list of 1992 performances by edging his elder Kawasaki teammate, Jeff Ward, for the win in the 15-lap main at the Osaka Supercross, held in Nishinomiya Stadium.

Following the pair of Team Green riders across the finish line with an impressive ride was Honda-mounted American privateer Erik Kehoe. Completing an American sweep were Jimmy Button and Jeff Matiasevich, who finished fourth and fifth, respectively.

The race marked Button's debut as a Team Suzuki rider, and also served as one of Matiasevich's last rides for Kawasaki. Matiasevich will join the Suzuki squad in 1993.

The Osaka Supercross is the first of two major end-of-season supercrosses held in Japan each year and this year's Osaka event drew a crowd of 35,000 screaming Japanese supercross fans. The other — the Tokyo Supercross — will be held in late November. Both races attract a strong lineup of American competitors for guest appearances in the home country of the world's four major motorcycle manufacturers.

This year, riders from Australia, New Zealand and Thailand joined the Americans and host Japanese riders. The event also featured a 125cc Support race that served as the opening round of the FIM Pan-Pacific Supercross Championship Series. The 125cc final was won by American Kawasaki pilot Jeff Curry, who enjoyed an easy win over Australian Peter Melton and New Zealander Shane King.

Ward kicked off his final Japanese appearance as a motorcycle racer by roosting to the win in the first heat race. Ward enjoyed a good start and assumed the lead early on in his romp to the finish. Two-time AMA 125cc National Champion Micky Dymond

and Kehoe finished second and third, respectively, and would join Ward in the main.

"I got a good start and that helped a lot," said Ward. "The track is tough now and starts will be important throughout the night. It's gonna be hard to pass."

Kiedrowski matched Ward's performance in the second heat race and notched a solid victory in the third heat. Button rode alone in second, while multi-time Australian National Champion Glen Bell finished third aboard a Honda.

Heat three gave the Kawasaki its third win in as many starts, as Matiasevich blazed away with an impressive win over Curry, who later went on to win the 125cc final.

Another pair of Kawasaki riders were matched against each other in the fourth and final heat. American Eddie Warren, who now lives in Japan and contests the Japanese National Championship Series, and New Zealand's Darryl King battled over the lead throughout the race. King eventually got the upper hand, while Australian Kim Ashkenazi grabbed third.

The first six-lap semi brought Ward and Kiedrowski together for the first time, and to the crowd's delight it was the veteran Ward who edged out his younger teammate. Kiedrowski was second, ahead of Button and Kehoe.

The second semi saw King and Warren pick up where they had left off in their heat. This time, it was Warren who prevailed and scored the win. Ashkenazi grabbed third ahead of Matiasevich, who crashed hard on the first lap.

Japanese Kenji Suzuki led the last chance qualifier from start to finish, while Dymond, Brian Manley, Craig Dack and Bell battled over the last transfer position. Dymond won the war for second and advanced to the main.

At the start of the 15-lap main event, it was Kiedrowski who led the charge through the first turn. Kehoe and Dymond gave chase, while Ward was stuck in sixth.

Up front, Kiedrowski set a comfortable pace at the head of the pack, while Ward thrilled the crowd while slicing through the pack. Ward took over second at the halfway-point of the race and set his sights on Kiedrowski.

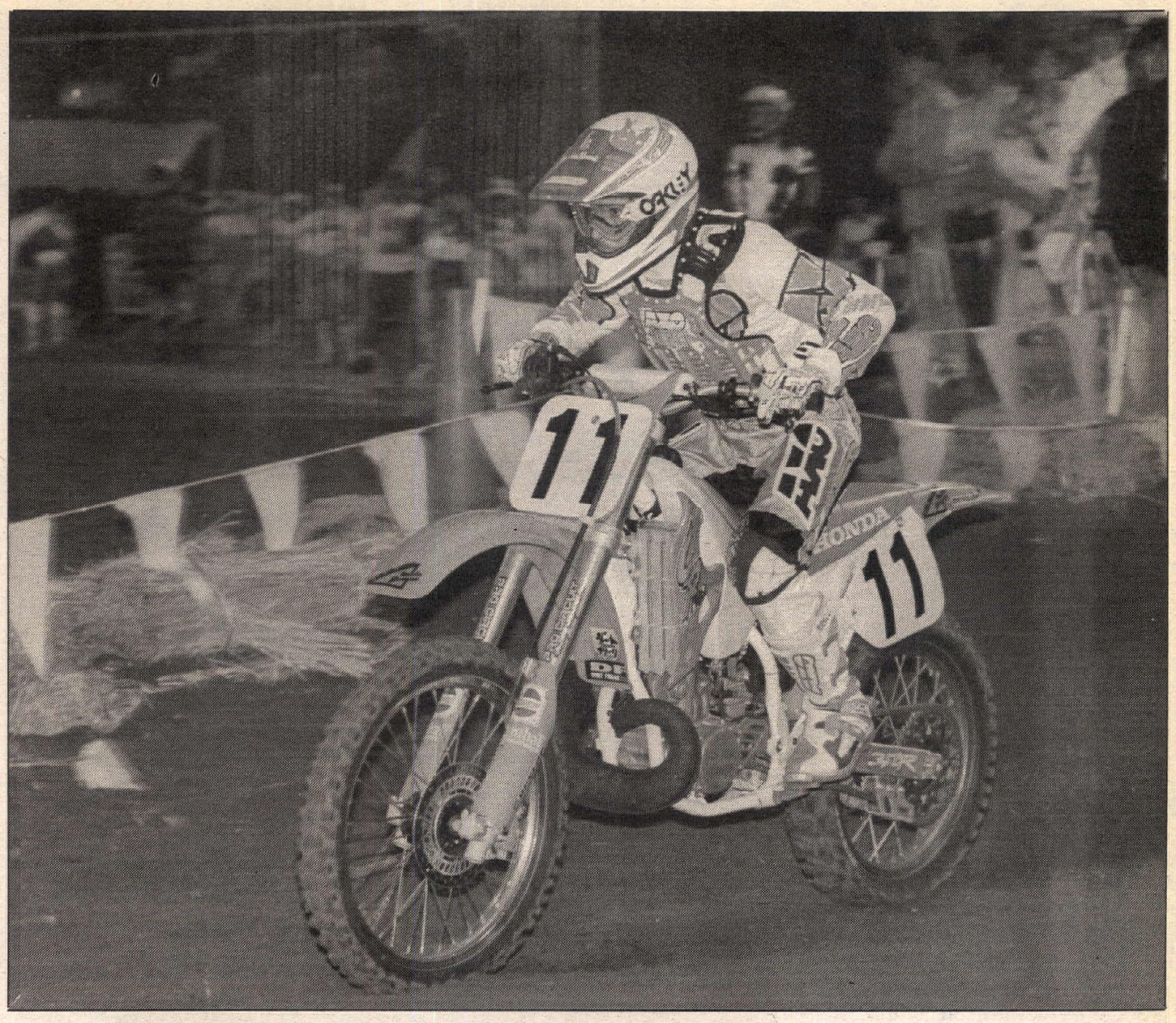
Try as he might, Ward couldn't close the gap on the leader and was forced to settle for second, ahead of Kehoe, Button and Matiasevich.

"I would have liked to have won, but I needed a better start that would have given me a chance at the lead," said Ward. "I'm still pleased. If I couldn't win, I'm glad that my teammate did."

"It feels great to win," said Kiedrowski. "Jeff pushed me hard through the race, I'm glad that it turned out so good for Kawasaki." CN

Results

MAIN: 1. Mike Kiedrowski (Kaw); 2. Jeff Ward (Kaw); 3. Erik Kehoe (Hon); 4. Jimmy Button (Suz); 5. Jeff Matiasevich (Kaw); 6. Darryl King (Kaw); 7. Micky Dymond (Yam); 8. Kim Ashkenazi (Suz); 9. Eddie Warren (Kaw); 10. Mistuo Fujishiro (Kaw).



Privateer Erik Kehoe rode a relatively uneventful race and finished a secure third aboard a Pro Circuit-backed Honda CR250.

World Supercross Championship Series: Round 4

Stanton closes in

By Alex Hodgkinson

BARCELONA, SPAIN, NOV. 8-9

American Honda's Jeff Stanton leapt to within eight points of the World Supercross Championship Series point lead by posting third and first-place finishes over two days of competition at the Palau Sant Jordi Indoor Stadium.

After contesting just one of the first three rounds, the six-time AMA Supercross and Motocross Champion was not considered a threat for the title, but with plans to compete in each of the remaining four stops on the tour, his chances now look quite good.

Stanton's Spanish win, combined with a third-place finish at the Paris Supercross one month earlier, gives him 35 points in the series, which awards points on the FIM's scale.

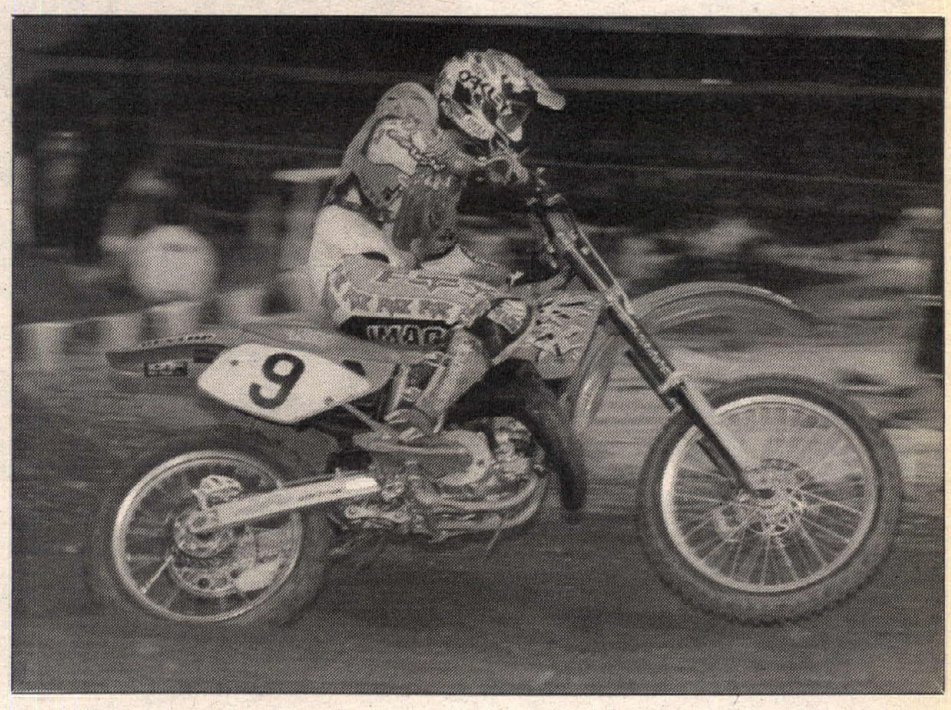
None of the top riders in the points battle scored any points at the round, as series point leader Belgian Stefan Everts crashed during the main event on the first day of competition and will miss the remainder of the series.

Under the FIM format, all riders must qualify through two stages of competition each evening, and the Bieffe Suzuki GP star was the clear winner of both his heat and his semi on the first day, which did not count towards series points.

In Saturday's main event Everts suffered a poor start and quickly worked his way up to third place behind Americans Tallon Vohland and Jeremy McGrath, when he got into trouble through a severe washboard section and was flung off the track. Everts tore ligaments in his ankle and was operated on the same evening.

In the absence of the former 125cc World MX Champion, American riders took the first nine places each evening, with McGrath leading Honda to a sweep of the top four positions on Saturday. McGrath's winning margin was just over seven seconds and his teammates Steve Lamson, Stanton and Buddy Antunez rounded out the top four overall.

Jeff Matiasevich crossed the finish line fifth in one of his last races aboard a Kawasaki.



On Sunday, it seemed possible that McGrath would continue where he left off, as he disputed the lead with Stanton in the main. McGrath crashed late in the race, however, and was unable to continue.

Stanton went on to the win, and Vohland eventually got the upper hand in a tense battle with Lamson to nab the second-place points, 13 seconds behind Stanton. Yamaha-mounted American Doug Dubach recovered from a terrible start to finish fifth. Only the first seven riders completed the full race distance.

In the four races to date, no less than 43 riders have shared 59 points-earning finishes. CN

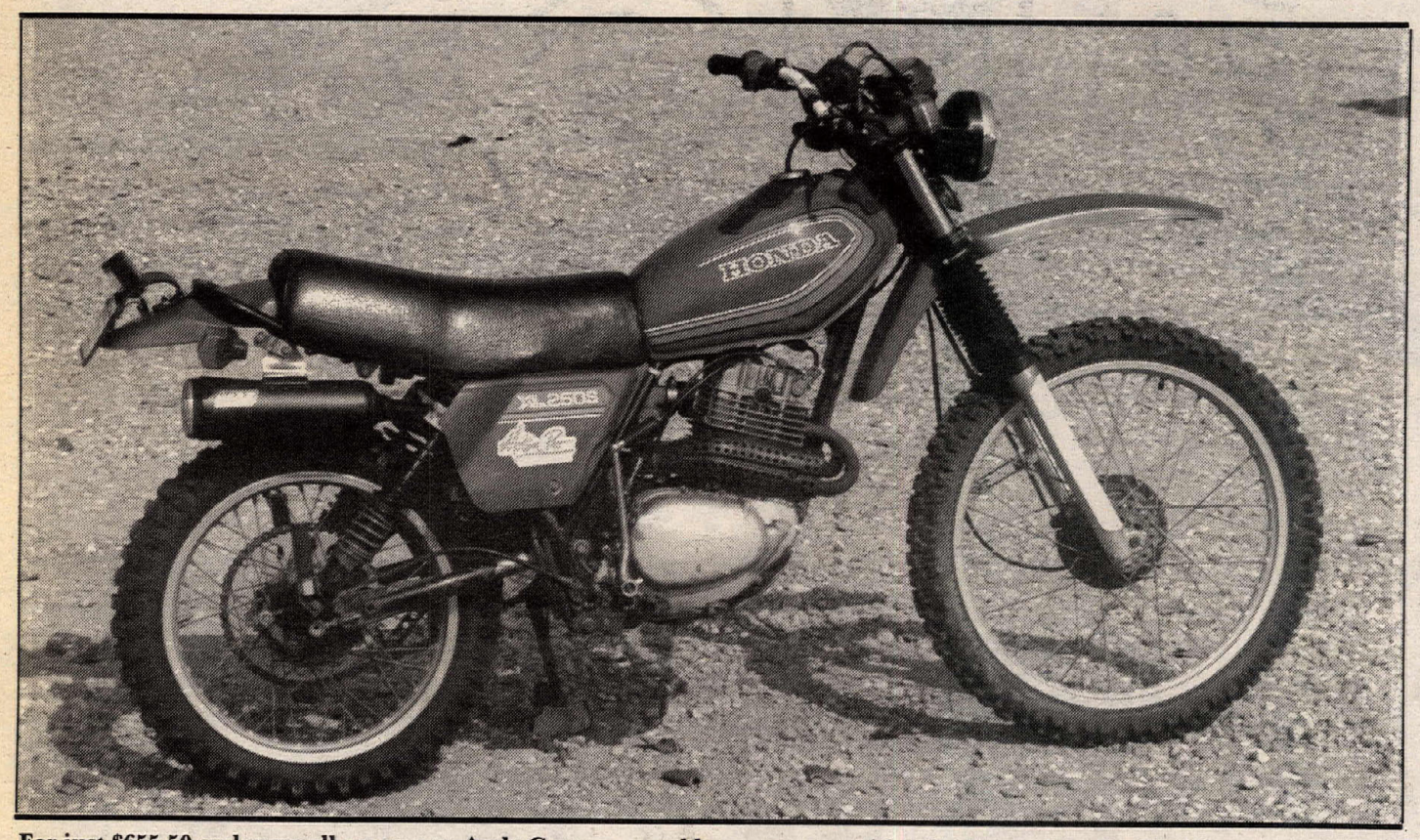
Results

SATURDAY: 1. Jeremy McGrath (Hon); 2. Steve Lamson (Hon); 3. Jeff Stanton (Hon); 4. Buddy Antunez (Hon); 5. Doug Dubach (Yam); 6. Phil Lawrence (Suz); 7. Larry Brooks (Yam); 8. Doug Henry (Hon); 9. Kyle Lewis (Kaw); 10. Tim Ferry (Kaw).

SUNDAY: 1. Stanton; 2. Tallond Vohland (Yam); 3. Lamson; 4. Brooks; 5. Dubach; 6. Lewis; 7. Jeromy Buehl (Hon); 8. Lawrence; 9. Henry; 10. Darryl Atkins (Hon).

WORLD SUPERCROSS CHAMPIONSHIP SERIES POINT STANDINGS: 1. Stefan Everts (43); 2. Mike Craig (37); 3. Stanton (35); 4. Edwin Evertsen (28); 5. Lewis (25); 6. McGrath (20); 7. Dubach (18); 8. (TIE) Vohland/Jean-Michel Bayle (17); 10. Brooks (16); 11. (TIE) Lamson/Marcus Hansson (15); 13. Jorgen Nilsson (14); 14. (TIE) Larry Ward/Jimmy Button (13).

From the junk pile to the trail



For just $655.50 and some elbow grease, Andy Cottum was able to come up with a dual sport bike for his wife.

By Larry Langley

If you've got the bucks, it's easy to wander on down to your local dealer, pick out the dual sport bike of your choice, plop down $3000 to $4000 (or more!), and ride off on the bike of your dreams.

But is it necessary to spend a lot of money for a dual sport bike? Andy Cottum of Oxnard, California, didn't think so. Cottum is a dual sport rider who wanted a bike on which his wife could learn to ride. So, he started looking around for a used bike. A cheap used bike. The cheaper the better.

Near where he worked, he noticed a bike sitting under a tarp. It appeared to have been there quite a while. With a little detective work, he tracked down the owner of the bike. When the owner offered to sell it for $50, Andy thought why not? If the bike was a true basket case, he was only out a few bucks.

After hauling the bike home, he washed it thoroughly and carefully inspected it. "It" was a 1980 Honda XL250.

"After getting some of the accumulated crud off, the XL didn't look all that bad," Cottum said. "It was missing a few parts but the basic bike was intact. The first thing I did was clean out the carb. It was pretty clogged. The tank needed cleaning out also. After changing the oil, the bike fired right up. That was my biggest concern. I didn't want to put any money into the bike unless the motor was sound."

The next step was to replace the missing parts. Cottum made a list and went around to the salvage yards. The rear brake assembly was missing, along with the pipe. He found a brake assembly (and a kill button) for $20 but could not find a pipe, so he ended up buying a new Supertrapp pipe ($140) from his local store, Cycle Parts Plus in Oxnard, along with new PBI sprockets ($17 countershaft, $43 rear) and RK chain ($30). The front tire (remember the 23" tire?) was a new Bridgestone, but the rear tire required replacement. Cottum chose an econo tire, a Cheng Shin knobby with a new tube ($29 and $9, respectively).

Cottum had a pair of Answer steel handlebars in the garage that he had won as a door prize at a dual sport event, so he installed them along with new grips.

For whatever reason, the previous owner had cut all the wires in the headlight but Cottum was able to match up all the wires and splice them. Although the rear turn signals were intact, he made new aluminum brackets and installed XL600 turn signals that were occupying space on his workbench.

The stock taillight assembly was broken so a DOT-legal Motion Pro enduro taillight was installed ($29).

The stock front brake and clutch cables were replaced by Motion Pro cables ($30.50 and $8, respectively).

The fork was disassembled and completely cleaned. It took a complete soaking in lacquer thinner to get all the sludge out. After the clean fork wasreassembled, new 10-weight fork oil was installed.

At this point, the basic bike was complete. It was up and running at a total expense of less than $500, not counting the amount of labor Cottum had put into the project. Some items — such as engine and fork oil — are not included in that figure since he had those items on hand.

Since the cost was so low, Cottum decided to splurge and update the suspension. Progressive Suspension 15¾" O/R shocks ($140) and dual rate springs ($50) were bolted to the rear and a pair of Progressive fork springs ($60) were installed.

The shocks required a bit of filing on the lower mount to fit while a 1⅛" PVC spacer had to be fabricated for the front fork. The installation instructions that came with the shocks clearly explained the proper procedure.

The shocks are slightly longer than stock but provide longer travel and steepen the head angle slightly, which on this bike improves the handling.

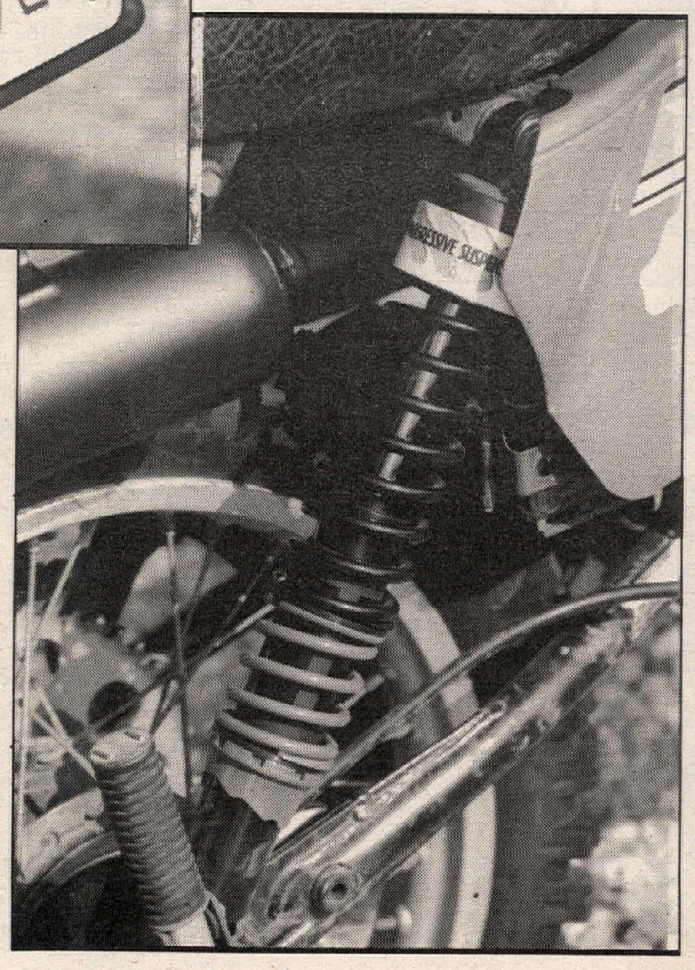
The fork springs were not listed in Progressive's application catalog but were recommended by Mike Henderson, Progressive Suspension's application engineer. If the XL had more travel, the progressive rate springs would have been too stiff, but with the limited travel, the spring rate is just about right.

The superior handling of the new suspension was deemed money well spent by Cottum. And for a grand total of just $655.50 (plus registration fees), he had a ready-to-ride dual sport bike.

While the XL is not "state of the art," it is a much easier bike for a novice to ride because it is much lower to the ground than current model dual sport bikes. The eight inches of suspension travel is just fine for most dual sport terrain. After all there aren't many whoops on the average dual sport ride route.

Granted, Cottum was lucky to have found a bike with a good motor. Many bikes that have been lying around have been severely thrashed. But there are bargains out there and this bike proves that it is not neccessary to spend a small fortune to have a bike to ride.

Oh yeah, Andy's wife Shawn loves her "new" dual sport bike. CN



(Above) The stock taillight assembly was broken, so it was replaced with a DOT-legal enduro unit which was bolted onto the rear fender. Flexible turn signals from an XR600 were mounted to custom aluminum brackets, and help prevent damage in a crash. (Right) A set of shocks were the most expensive mod, but they greatly aided the handling by adding some much-needed travel and a steeper head angle.

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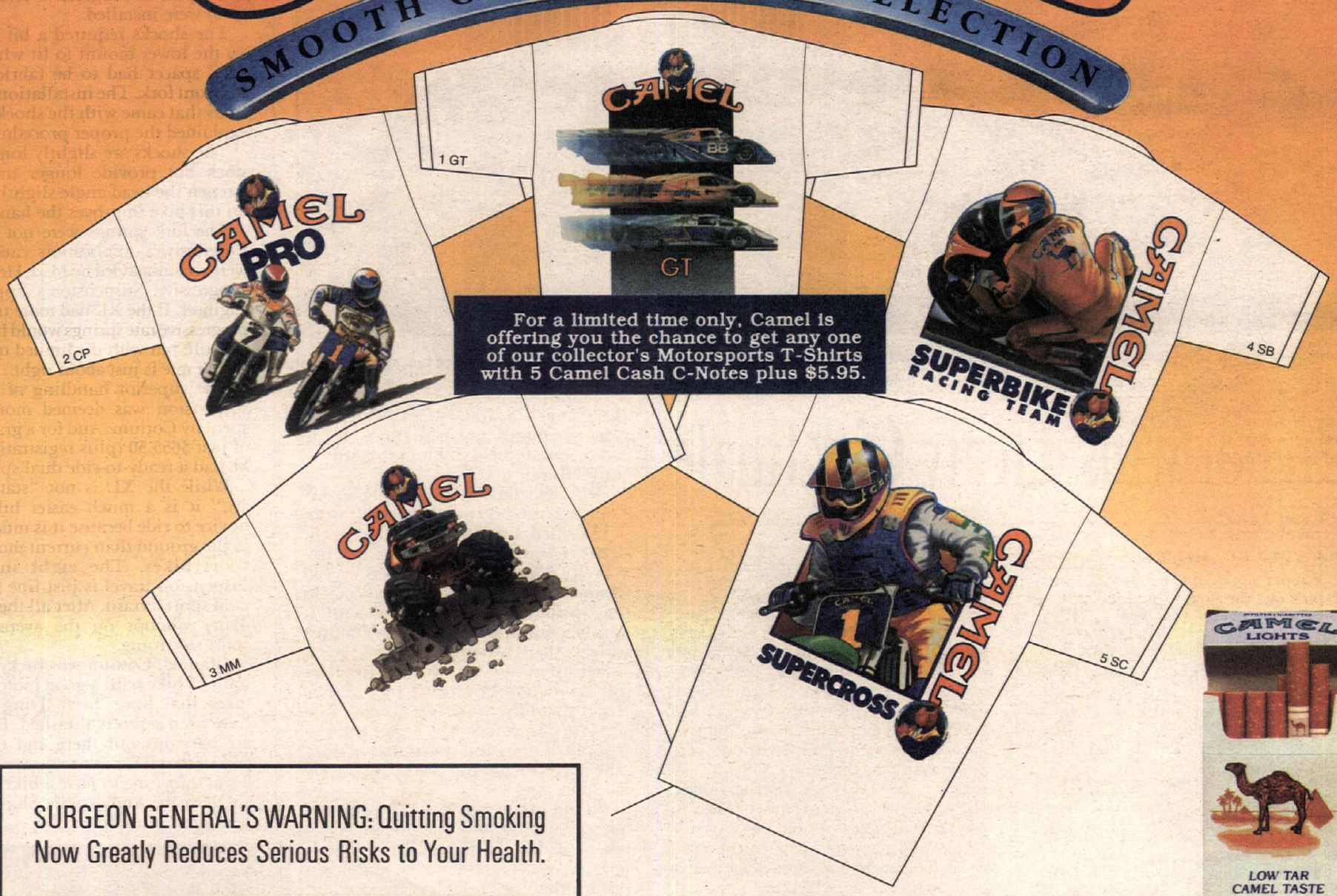

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OFF-ROAD AMA National Championship Enduro Series: Final round

Jan Hrehor earned his first-ever National Enduro overall victory at the final round.

Randy Hawkins had the best score, but missed an observation check and was disqualified.

Hrehor wins Treaty City finale

By Davey Coombs
Photos by Jim Talkington

GREENVILLE, OH, NOV. 8

American Suzuki's Czech off-road import Jan Hrehor scored his first-ever National Enduro overall victory at the Treaty City Enduro. The 28-year-old Hrehor tied with 1991 National Champion Jeff Russell at 26 points, but edged him out on tie-breaker seconds after Randy Hawkins, Hrehor's teammate and the newly-crowned series king, was disqualified. Hawkins missed an observation check in the second half of the 118.7-mile event.

Finishing behind Hrehor and Russell were Matt Stavish with 31 points and Alan Randt with 32. Jeff Fredette rounded out the top five overall. Four-time National Champion Terry Cunningham finished sixth overall with 36 points and was the top A rider.

The win gave Hrehor the distinction of scoring a rare off-road "triple crown" for the season. He had already won three National Hare Scrambles events and a pair Grand National Cross Country races earlier in the season. Acerbis/MSR/Bieffe/Metzeler/Smith-backed Hrehor said that the Greenville event will in all probability be his last U.S. National event until at least 1994; he was unable to secure any factory commitments for another season in America, and will return to his native Czechoslovakia on November 20.

Hrehor's win came against a depleted field. Besides Hawkins' disqualification, Kelby Pepper suffered an engine seizure just after the halfway point in the run, as did Kurt Hough. Former National Enduro Champion Kevin Hines missed the event altogether after coming down with a bout of the flu.

"The biggest thing about riding in this part of the country is that you have to pay real careful attention to the arrows because there's so much zig-zagging through the woods," said Ohio native Russell on Hawkins' disqualification. "Land is pretty scarce for this type of event, and the organizers have to put in a lot of switchbacks to get the full 100 miles down. I bet Randy got caught up with looking ahead and missed a check without even knowing it was there."

The event was hosted by the Treaty City M.C., and attracted nearly 150 off-road riders. The weather was partly cloudy and cool for most of the run, which began at 9:01 a.m. and lasted until approximately 3 p.m. The trail featured a mixture of tight woods, corn fields and creek crossings. Wet weather in the days leading up to the event meant that the early part of the run would include numerous slick sections, as damp leaves smothered most of the routes. By the afternoon, conditions were tacky and more forgiving, a change evident by the better scores in the latter stages.

"The first section going out in the morning was the last section coming in, so it was pretty nice," said Cunningham, who carded the top score of two points on the return trip. Cunningham had started on the 15th row, ahead of all the AA riders. "I was getting romped on early because it was so slick from the mud and leaves and all, lining the trail. I thought 15 would be a good number going in, but instead it really worked against me. You know, the leaves were worse than the mud out there! The leaves were blown off by the time we got back to the last section, and the trail was mostly the same at the end, but with some different pieces thrown in to make it interesting."

Cunningham's late surge allowed him to seal up the High A score on the day. The 34-year-old Team Green/Scott/MS Racing/Dunlop/Bel-Ray/EK/Acerbis/Bell/ICO/Renthal-backed Ohio native had also won the other enduro held in Ohio this season in Wellston.

Jeff Fredette was competing in his fourth National enduro of the season, and carded a respectable fifth overall. The 34-year-old summed his day up: "Pretty good, all in all. It was an old fashioned enduro with a lot of creeks and plenty of tight, nasty woods. It really reminded me of the way enduros used to be when I first started. I was lined up in row 39, which really hurt me in the creeks because by the time I got there the water was deeper and the ruts were deeper. I got stuck a couple of times but it was no big deal. I've been stuck before and I'm sure I'll be stuck again."

At one point Fredette pulled into a check approximately four minutes ahead of his scheduled arrival. However, a mistake in the check placement meant that the check was thrown out. Fredette had one more traumatic situation on his way to the finish.

"The real low point was getting stuck on the hill right before the end of the enduro," said Fredette. "It was maybe five miles away from the finish, and a lot of riders were stuck there and a lot of spectators were milling around. I was snafu'd by a mudhole at the bottom and by the time I got to it I looped it out. I tried another route, then another. It took three tries to get up, which cost me a couple of minutes and a set of handlebars."

Alan Randt finished a season-high fourth overall. The KTM/Enduro Engineering/MS Racing/Sprocket Specialists/Arai/Acerbis/Metzeler/Scott-backed 29-year-old said, "It went reasonably well today. I rode well and enjoyed myself, but I kind of feel like I could have done better. I was on the wrong side of the fence a couple times. The trail was getting a little sparse at the end with riders dropping out, and I got lost two or three times in those last sections. I would start the next one a little late and come out a little late."

The enduro was the last for Russell as the number one plate holder — "At least not until '94," kidded Russell after the run. Russell did not have the kind of year he had hoped for in defending the title; he won just one round of the series, but came within a few seconds of beating Hrehor for this final-round win.

"I did some dumb things, little things that caused the tie-breaker with Jan in the first place," said KTM/Fox/Scott/Dunlop/Duralube/EK/Sprocket Specialists/Temp-Guard/Acerbis/FMF/Arai/CTi/Asics-sponsored Russell. "I stalled my motor in the worst possible sections, and it made me five seconds or 10 seconds off my minute a few times, which was worth three or four points.

"I guess in the tie-breaker Jan and I were only nine seconds apart, but he was on nine points and I was on 10 points," explained Russell. "He just made it and I just missed it. And at the end I missed a one by two seconds. I would have beaten Jan at that point because I picked up two points on him just before the last section. This just about sums up the way my whole season went." CN

Results

O/A: 1. Jan Hrehor (Suz); 2. Jeff Russell (KTM); 3. Matt Stavish (KTM); 4. Alan Randt (KTM); 5. Jeff Fredette (Kaw); 6. Terry Cunningham (Kaw); 7. Kevin Vollmar (Suz); 8. Brian Loman (KTM); 9. Brent Floyd (KTM); 10. Charlie Williams (KTM); 11. Kelly Getz (Hus); 12. Jeff Martin (Suz); 13. Dwaine Taylor (Suz); 14. Craig Hayes (Hus); 15. Steve Hashman (KTM); 16. William Knepner Jr. (Yam); 17. Scott Eley (Yam); 18. Tim Hart (Suz); 19. Josh Cone (KTM); 20. Carroll Rutter (Kaw).

AA: 1. Hrehor; 2. Russell; 3. Stavish; 4. Randt; 5. Fredette.

A O/A: 1. Cunningham.

OPEN A: 1. Williams; 2. Hashman; 3. Karl Harriger (KTM); 4. Dirk Ensley (KTM).

250 A: 1. Vollmar; 2. Lohman; 3. Brent Floyd (KTM); 4. Jeff Martin (Suz).

200 A: 1. Cunningham; 2. Hayes; 3. Jerry Thornburg (Kaw); 4. James White (Kaw).

4-STRK A: 1. Jared Green (Hon); 2. Cullen Rutter (Suz).

VET A: 1. Eley; 2. Kenneth Joyce (Yam); 3. Gary Evans (KTM).

SR A: 1. Taylor; 2. Richard Havenar (Yam); 3. Lennie Rhoades (Kaw).

S/SR A: 1. Robert Vollmar (Suz); 2. Ernie Mellor (KTM); 3. Avon Lewis (Kaw).

125 B: 1. Kirk Sessions (KTM); 2. Steve Lock (Hon); 3. Norman Scherer Jr. (Yam).

200 B: 1. Chad Thornburg (Kaw); 2. Steve Scherer (Kaw); 3. Tim Adkins (Kaw).

250 B: 1. Randall Drew (Suz); 2. Rodney Reese (Kaw); 3. Brian Rehnert (Suz).

OPEN B: 1. Cone; 2. Jeff Cox (Hon); 3. David Satterfield (Hon).

VET B: 1. John Zannetto (Kaw); 2. Frank Woods (Hon).

SR B: 1. Keith Goodell (Hus); 2. Joseph Daugherty (Kaw); 3. Steve Bauer (Kaw).

C: 1. Michael Grimm (Hon); 2. Chris Kiser (Yam).

Suzuki Victory Stand

4 out of 5 champions who race Enduros are Randy Hawkins.

Well, he's done it again. Randy Hawkins has chewed up the competition and spit them out by winning his fourth AMA National Championship Enduro title. After three consecutive championships, Randy barely missed last year's title due to injury, but by sinking his teeth into it he easily regained his crown this year. In fact, Randy really took a bite out of the competition by winning 4 out of 10 rounds, with Suzuki RMX250s taking the honors an impressive 6 times. It's no wonder Team Suzuki is all smiles.

In 1992, Jan Hrehor was a pronounced winner.

Czech this out. In less than three short months, Czechoslovakian star Jan Hrehor (pronounced "Ray-hor") ran away with *five* AMA National Hare Scrambles and Grand National Cross Country events aboard his Suzuki RMX250. If that weren't enough, the 28-year-old teammate of four-time National Enduro champion Randy Hawkins also captured the last AMA National Enduro of the season. Obviously, Hrehor is no foreigner when it comes to winning. Congratulations on a great season, Jan!

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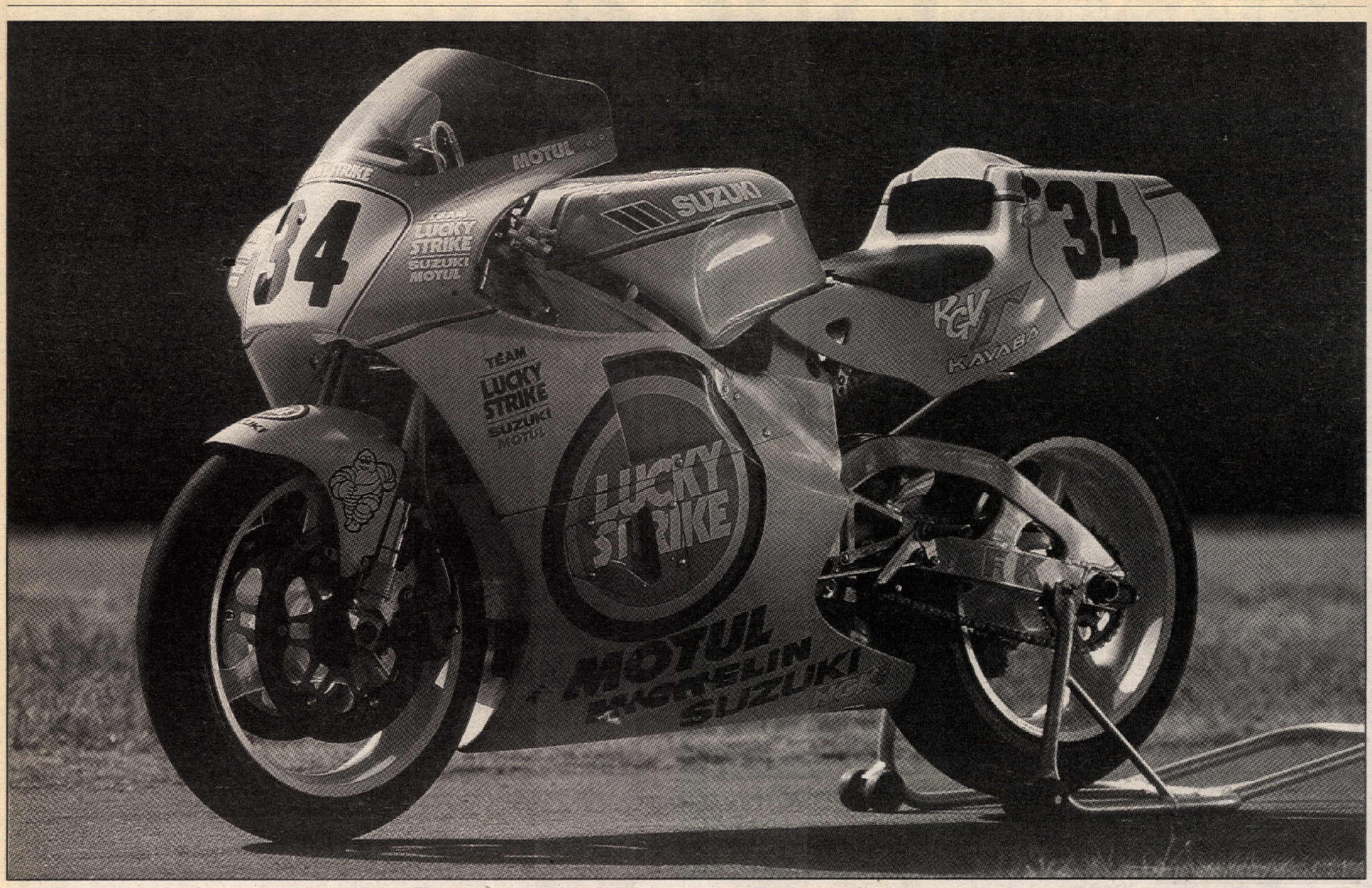


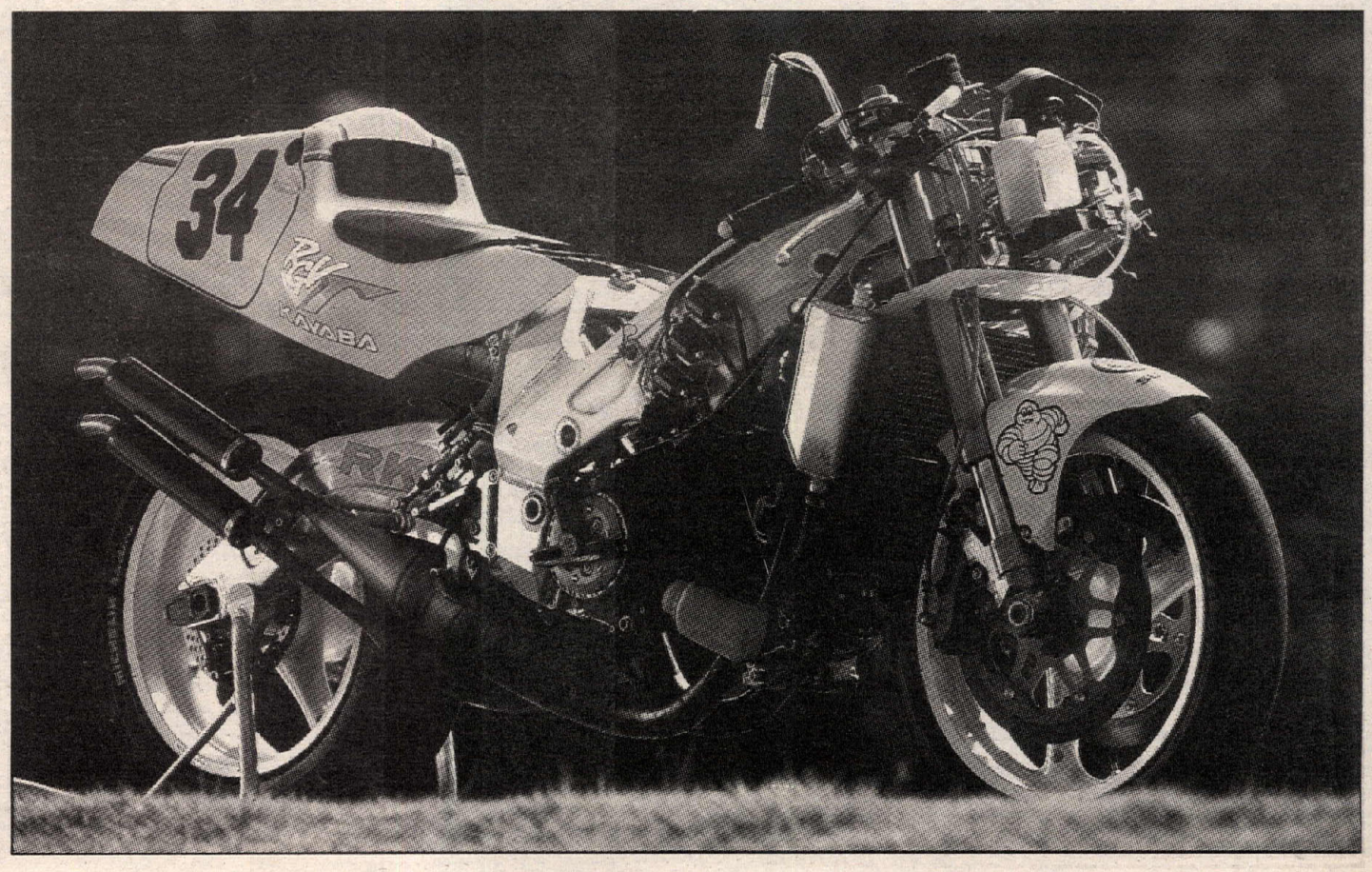
Ain't no justice

Although only Suzuki managed just one GP victory in 1992, our tester feels the Suzuki RGV500 XR78 could have been the championship title-winner.

By Alan Cathcart
Photos by Koichi Ohtani

No doubt about it: Suzuki is just plain unlucky. After riding the XR78 version of the twin-crankshaft, crankcase reed-valve RGV500 that took Kevin Schwantz and Doug Chandler to fourth and fifth positions in the 1992 500cc World Championship, there's just no other conclusion. For in spite of having two potential race-winning riders on the team and in spite of being the first of Honda's rivals to react in positive fashion to the surprise arrival on the Grand Prix scene at Suzuka of the 'Big Bang' NSR500, Suzuki had their worst season in racing since getting up to pace after their 1987 return to the top flight of GP road racing with the first of the RGV500 series.

Kevin Schwantz's win at Mugello was Suzuki's only victory of the season, even though on several other occasions he and especially Chandler looked like they were headed for another win - and even, at one stage when rivals Doohan and Rainey were both on the injured list, for Suzuki's long-awaited first World Championship title in a decade. But then Schwantz tangled with Eddie Lawson on the suddenly competitive Cagiva at Assen, injuring himself so badly it was a minor miracle he could race again as soon and as well as he did. Finishing an amazing third in the very next GP at Hungary two weeks after dislocating a hip and breaking an arm put Schwantz in with a good chance of taking the title - but then it was all downhill after that, and he even got overhauled for third place in the points table in the last race of the season in South Africa by John Kocinski - ironically in Kocinski's last race



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- ★ '92 US Sidecar Speedway Nat'l C'Ship

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(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.
(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.
(#150B) '92 Gainesville MX Nationals
50 minutes from Powersports Video.
(#151B) '92 Sacramento MX Nationals
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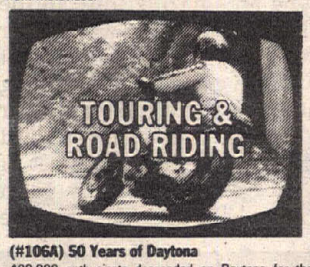
(#156B) '92 Troy MX Nationals
48 minutes from Powersports Video.
(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.
(#162B) '91 AMA Nat'l. MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#325) Throttle for the Gold
The story of the 1990 Supercross Series; racing full throttle, criss-crossing the USA - Jeff Stanton, J.M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.
(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 45 minutes from Motovideo.



(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991/50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Pancom from Progressive Design.
(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. this is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media group, from Progressive Design.
(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.
(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.
(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo
(#78C)'91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.
(#80C)'92 Japanese RR Grand Prix
52 minutes from GP Video.
(#81A)'90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.
(#81B) '91 Laguna Seca Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.
(#82C)'92 Spanish RR Grand Prix
52 minutes from GP Video.
(#83C)'92 Italian RR Grand Prix
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(#84C)'92 German RR Grand Prix
52 minutes from GP Video.
(#86C)'92 European(Spain) RR Grand Prix
52 minutes from GP Video.
(#87C)'92 Dutch RR Grand Prix
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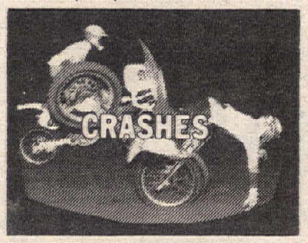
(#99C)'92 South African RR Grand Prix
52 minutes from GP Video.
(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.
(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.
(#94B) 1991 Isle of Man
For over 80 years the IOM TT has been the ultimate challenge in motorcycle racing. TT '91-Seven Days in June brings the fastest race ever, a history-making triple win and a stunning new outright lap record. 52 minutes from Powersports Video.
(#103) Bike Hero - Kevin Schwantz
Captures Schwantz's true brilliance leading to his arrival on the GP circuit in '88 thru the 1989 season. His legendary wins at Donington Park are also featured in addition to an exclusive interview on this tape. 60 minutes from Halmar.
(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo
(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.
(#410) 1990 World Superbike Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McElnea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

(#45B) 1992 US Speedway Nat'l C'Ship
America's top 16 riders go head to head to see who will wear #1 in 1993. Bruce Penhall & Bruce Flanders narrate. 70 minutes from RAZ Video.
(#23B) 1992 Junior Speedway Nationals
Juniors from all over the US race for their #1. If you have a kid who is into racing, this video is for you. 60 minutes from RAZ Video.
(#123B) 1992 CA State Speedway C'Ship
Larry Huffman and Bruce Flanders team up to guide you through speedway's 2nd biggest title run at America's largest speedway track. 60 minutes from RAZ Video.
(#134B) 1992 US Sidecar Nat'l Speedway C'Ship
All the top speedway sidecar racers go for it in the first running of this prestigious event. 60 minutes from RAZ Video.
(#102A) Speedway Ice World C'ships 1991
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

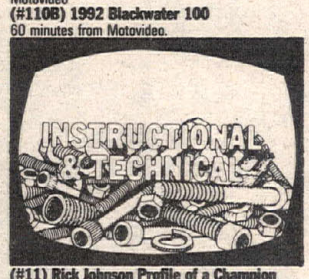


(#55) MX Crash & Burn Spectacular
The original by Motovideo. 30 minutes.
(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to the music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.
(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.
(#136) Over the Edge
Highlights of crashes, slides, bumps, wobbles and close calls during the 1990 and 1991 WERA Pro Series. 52 minutes from Street Smarts Video.
(#146) Speedway Wipeouts, Bikes & Babes
Lots of highlights from Ascot Speedway's Thursday night classics; spectacular speedway motorcycle & quad crashes, and the famous ascot bikini contestants. 60 minutes from Motovideo.
(#147) Mud Wars
One big video with highlights of the Blackwater 100 Classic featuring endless crashes, mud baths, drown-outs, loop-outs, endos, and a cast of thousands - the Mud Fleas! 60 minutes from Motovideo.
(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.
(179) Crash Encounters
60 minutes from Powersports Video

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.
(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

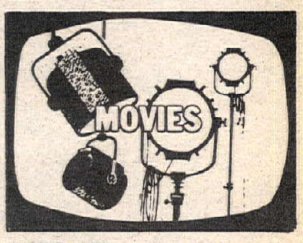
(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.
(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT — Classic racing at its best. 69 minutes from Powersports Video.
(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and more! 69 minutes, from Halmar Video
(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scences of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video
(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video
(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo
(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.
(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Hallman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.
(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.
(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.
(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walldurn, West Germany. 60 minutes from Powersports Video.
(#95) Paris To Dakar 1989
For 21 days and 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.
(#110)1990 Blackwater 100
The original "Blackwater-The Video", 60 minutes of the 1990 World's Toughest Race; from Motovideo
(#110A) 1991 Blackwater 100
From Davis, WV, it's America's Toughest Race, the Blackwater 100 Revisited. For the second year in a row Motovideo takes you to witness this amazing motorcycle & ATV spectacle. 60 minutes from Motovideo
(#110B) 1992 Blackwater 100
60 minutes from Motovideo.



(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.
(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.
(#100) Rick Johnson's "Motovation"
From Motovideo. Rick's 70 minute instructional tape comes complete with a pocket-sized handbook that the motocrosser can carry along and refer to in the field. RJ shows you how to ride better than you think you can.
(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Street Smarts Video.
(#111) "The Matazattack Video"
Follow "The Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.
(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers sho show you safety techniques you can apply to your street riding. From Street Smarts Video.
(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.
(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club roadracing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.
(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video



(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.
(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.
(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix. 90 minutes from KWB Marketing Group.

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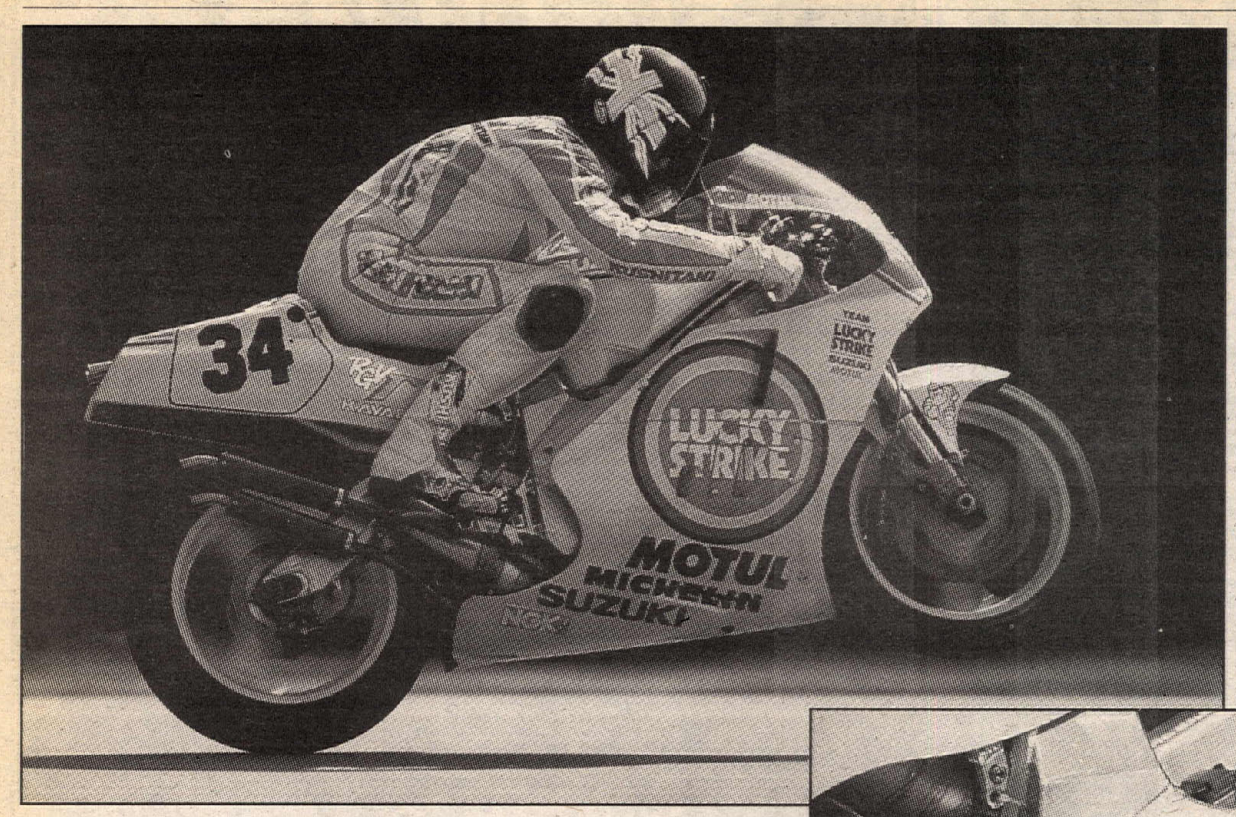
TEST Suzuki RGV500 XR78



(Left) Brit Alan Cathcart pulls a wheelie while testing the RGV500 in Japan. The bike's 'Big Bang' engine produces user-friendly power out of turns.

before joining Suzuki for the 1993 season, to race their 250 GP contender!

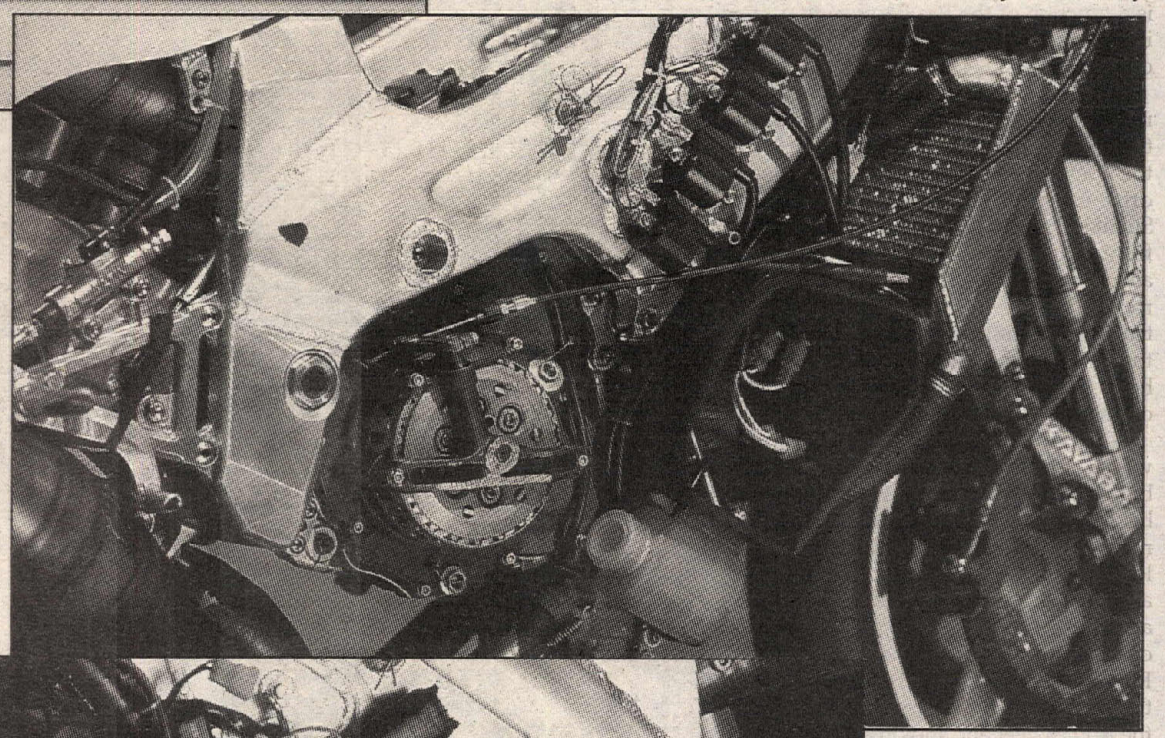
Unlucky, though? Yes, for after riding Schwantz's 'Big Bang RGV500 at Suzuki's Ryuyu test track just a week after the factory's new recruit (whom they've traded with Cagiva against Chandler for the 1993 season) Alex Barros scored a dream debut victory on the Japanese bike at Sugo, I can't think of any better explanation. Having ridden Doohan's should-have-been-a-champion NSR500 only days beforehand, sampling the Suzuki demonstrated how close in ability the two bikes are. Of course, Honda got unlucky, too, missing out on a title that was rightly theirs thanks to the one factor they had no control over - the human one - but at least they won seven GPs and the World Manufacturers title by way of recompense. Suzuki's solitary GP win was meager reward, especially for their superhuman effort to come up with a completely redesigned engine in just six weeks after hearing Honda apply the Big Bang theory to the race track in the first GP at Suzuka - the first of HRC's rival manufacturers to do so, and much quicker than eventual title winner Yamaha, who was actually the slowest to respond. Ain't no justice!

Suzuki had an edge, though - because it's since transpired they were actually the first manufacturer to experiment with Big Bang engine technology, way back in 1978 and the Barry Sheene era, when they tried retiming their square-four RG500 so that the cylinders all fired within about 90 degrees of each other. Three factors dissuaded them from taking the experiment any further: one, there was no increase in horsepower at a time when outright power numbers were the name of the game; two, the significantly increased vibration caused major component failure; and three - possibly most vital of all - they only ran the engine on a dyno, never in a chassis on the race track. As Honda so amply demonstrated and their rivals have subsequently confirmed, the main benefit of the Big Bang engine format is the increased rideability and traction it offers, rather than any absolute increased engine performance at any point in the rev band. Suzuki must be kicking themselves they never tried the idea in a chassis till now - but at least when they heard and saw the NSR500 at Suzuka, they knew at once what they had to do - quickly!

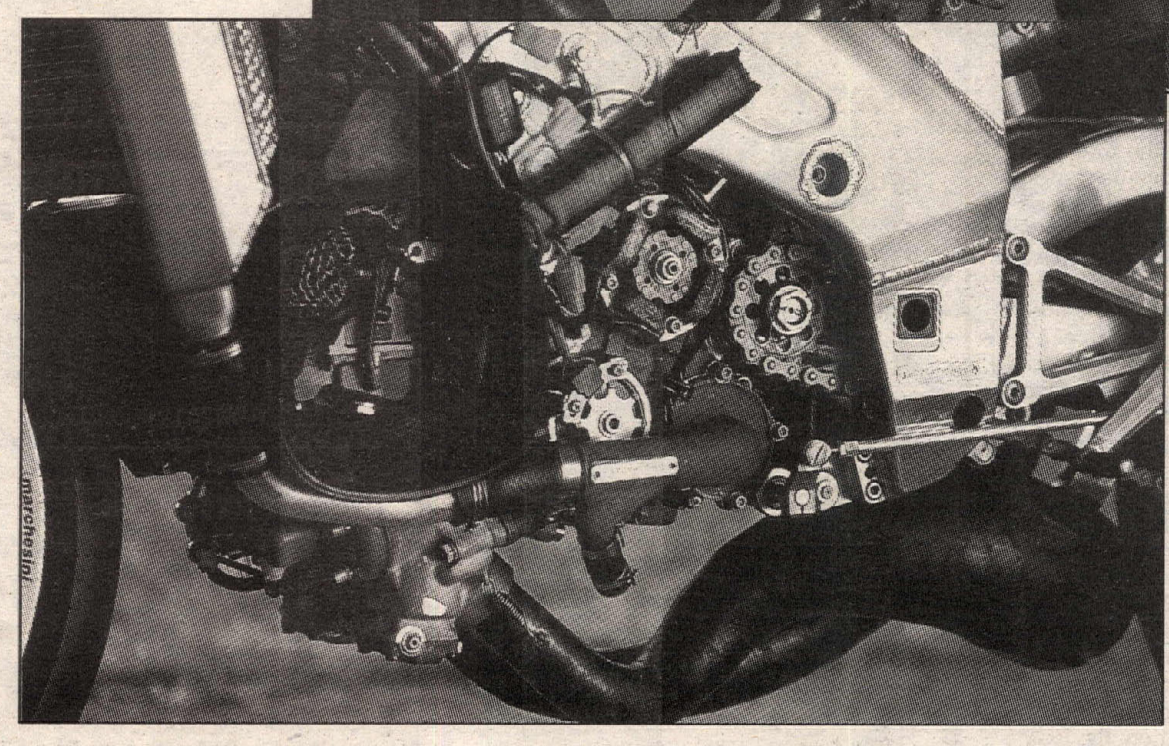
The result shows the Big Bang theory to be as successful when applied to a twin-crank V-four engine like the Suzuki, as to a single-crank motor like the Honda - even though in the case of the Suzuki there's no secondary engine shaft to act as a counterbalancer. The lack of a balance shaft is surprising - paddock gossip had it that the Suzuki did have a counterbalancer for its Big Bang motor, unlike the Cagiva and, later, Yamaha versions which did without, but considering that Suzuki - like the others - created the new-format engine by adapting their existing balancer-less design, perhaps it's not so surprising. There isn't a significant amount of apparent vibration when you ride the bike, only a few extra tingles through the handlebars and footrests compared to what I've come to expect from riding twin-crank V-fours where the contra-rotating cranks act to smooth out the vibes. Perhaps Suzuki got away with this because they admit their chosen firing space is wider than the purported 66 degrees of crankshaft rotation that the Honda uses - 'nearly 90 degrees', says racing department boss Yukio Nakamura. Yamaha conversely is understood to have used a much narrower firing angle, perhaps thus accounting for the vibe-induced primary gear failures their Big Bang motor suffered from last season, unlike the Suzuki on which increased vibration really isn't a factor in riding the bike.

What is a factor is the way the XR78 version of the RGV500 puts down power out of turns with its new-format engine. As with the new NSR500, where in the old days the power seemed to kick in so much more viciously when you cracked the throttle open on the exit from a turn, sending the back wheel scrabbling for grip and your heartbeat soaring to stratospheric levels, now the Suzuki seems much more user-friendly, without in any way sacrificing performance. On the contrary, for the new style of power delivery actually improves acceleration, because a weak-kneed wimp like me can get on the power harder, earlier, so you're exiting the turn faster. It's just that all this is accomplished with a great deal more control, without feeling you're riding on the knife edge of disaster all the tine, like with the older, more conventional kind of motor. And it also means you can short-shift more readily and get the engine pulling hard out of turns in the meaty part of its torque curve without gambling on whether you're going to be able to control the rear wheel when it steps out of line.

That's not to say it won't still do that, though, and I have to admit to frightening myself a handful of times on the Suzuki when the rear wheel got away from me cranked right over in a turn, as I switched on the throttle for an early drive away from the apex. But this wasn't a function of the engine's power delivery so much as a strange characteristic of the twin-spar chassis' behavior. It only happened in turns where I used a lot of angle, like exiting the pair of second gear hairpins at Ryuyu, or the first chicane. Going off the edge of the rear tire on a modern 500 is unheard of nowadays, especially for a rider of my lesser ability compared to Schwantz, and with a 6.00-inch rear rim as fitted to the RGV. After the third hefty slide, there seemed only one other conclusion - I'd trashed the production rear Michelin fitted for the test, which hadn't been man enough for the Suzuki's mammoth power output of 'over 160 bhp' at the rear wheel, which Suzuki says the bike



(Right) Suzuki's watercooled 70-degree V-4 RGV500 produces over 160 bhp at 12,500 rpm. That was enough to take the 288 lb. bike to a top speed of 189 mph at the Hockenheim circuit in Germany.



The bank of four Mikuni 36mm dual-body carburetors is set between the two banks of cylinders. Guillotine power valves are controlled by a computerized link between throttle position and engine revs.

delivers at a peak 12,500 rpm. Figuring I was pressing my luck by staying out there after 20 laps or so of the fairly lengthy Ryuyu track, I headed pitwards, only to find the rear tire looked - well, not good as new, exactly, but certainly in good shape. Presumably therefore it must be a suspension problem - except that the Suzuki's Kayaba setup felt really responsive and capable everywhere else, and especially in fast sweepers such as abound at Ryuyu, where I was gradually able to build up corner speed by maintaining momentum to an extent that would have seemed frankly suicidal on a less well set-up bike. So - no explanation, then, but the slides (as witnessed by Suzuki staff on the TV monitors covering the track!) were certainly persistent and violent enough to pose a worrying query over that aspect of the Suzuki's handling. I wonder how many of the handful of unforced crashes both Chandler and Schwantz suffered this season came in a similar situation using the outer edge of the tire? I wonder too if this is a function of the Big Bang engine, even if the Suzuki's traction is so good in every other situation?

One way out of the problem was to reduce my corner speed in the tighter turns, and haul the bike upright just past the apex, so as to get a good, hard early drive using the maty part of the tire. The Suzuki liked that - and I did too, with the front wheel grandstanding in the air in any of the bottom three gears, as the RGV rocketed away from the turn, with yours truly attempting a pale imitation of Kev the Rev's acrobatic style trying to steer via body English with the front wheel a foot off the ground.

The Suzuki is still the ballet dancer it was when I last rode it three years ago, but in more restrained mode, perhaps because Suzuki is known to have experimented this season with altered engine locations in the twin-spar alloy frame, in an effort to improve weight distribution and make the bike more predictable and controllable, without sacrificing the RGV500's notable agility. Having been the first to buck the trend of loading up the front wheel and moving weight distribution ever forward by actually locating the engine further back in the frame on that '89 Pepsi bike I rode, Suzuki's latest RGV500 seems to have a little more weight on the front end than before, perhaps indicating that after everyone else followed them by moving the weight backwards in the chassis, now's the time to think again!

A factor in this must surely be the extra mechanical traction obtained from the Big Bang engine - after all, if you're putting down the power better than ever before, thanks to the revised firing order of your new-era engine, there isn't the same need as before to try to load up the back wheel with extra chassis kilos in order to improve drive out of turns. What it does feel from riding the bike, though, is that Suzuki is really trying hard to compact the mass on the RGV, so as to reduce the polar moment in the interests of more predictable handling. It feels quite a lot different than the Honda to sit on: the RGV feels taller, but more compressed, as if the center of gravity and center of mass are very close to each other, though the height may be due to the twin-crank engine layout, at least in part. This impression is reinforced by the slightly rangy-feeling front end - you don't feel you're on top of the front wheel so much as on other 500s when sitting on the bike, though with a 23-degree head angle and 95m trail, the steering geometry is fairly conventional. But there is less weight on the front wheel than on the Honda, and I have to admit the Suzuki didn't give the same feeling of confidence laying into a turn hard on the brakes. However, as against this, it is superbly stable around the many fast sweepers at Ryuyu: it doesn't wobble or

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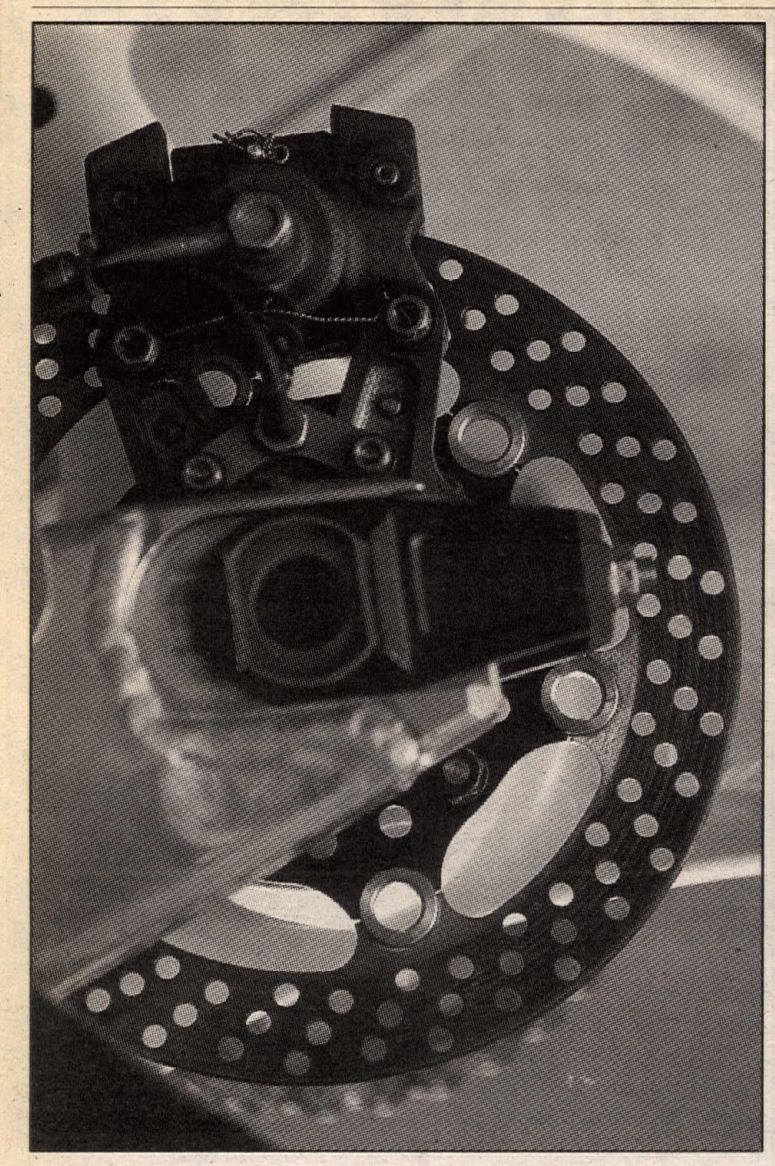


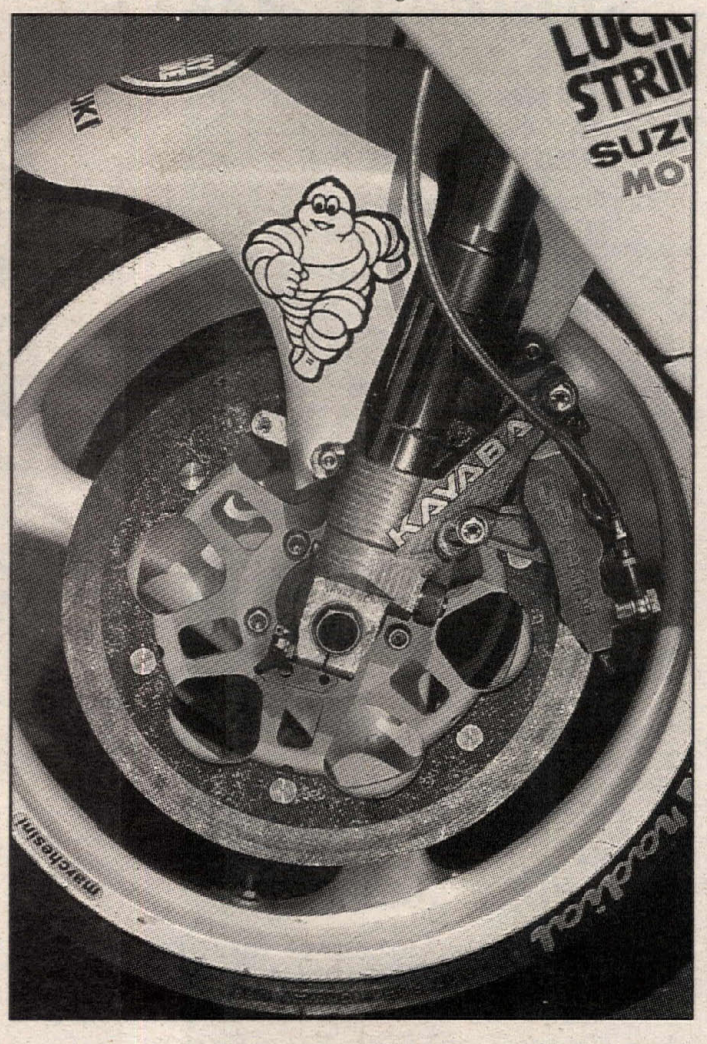
(Left) The rear brake unit consists of a 210mm Suzuki steel disc with two-piston Suzuki caliper.

wave anywhere, even when you get on the power early in a fast turn, to the extent I eventually summoned up the guts to take the fast S-bend just past the pits hard on the stop in sixth gear - not a feat I'd care to repeat with some other GP race bikes I've ridden in the past couple of years! And it isn't only when the rear wheel's driving hard that the Suzuki is so stable: cutting back on the throttle to move across the track to take the next one in the succession of sweeping curves at the far end of the track doesn't unsettle the bike, which also handled the bumpy inside line on the fourth gear sweeper at the end of the main straight really will. Definitely a confidence-inspiring bike in fast turns, which perhaps explains why Schwantz won so convincingly at Mugello, a track tailor-made for the swift Suzuki.

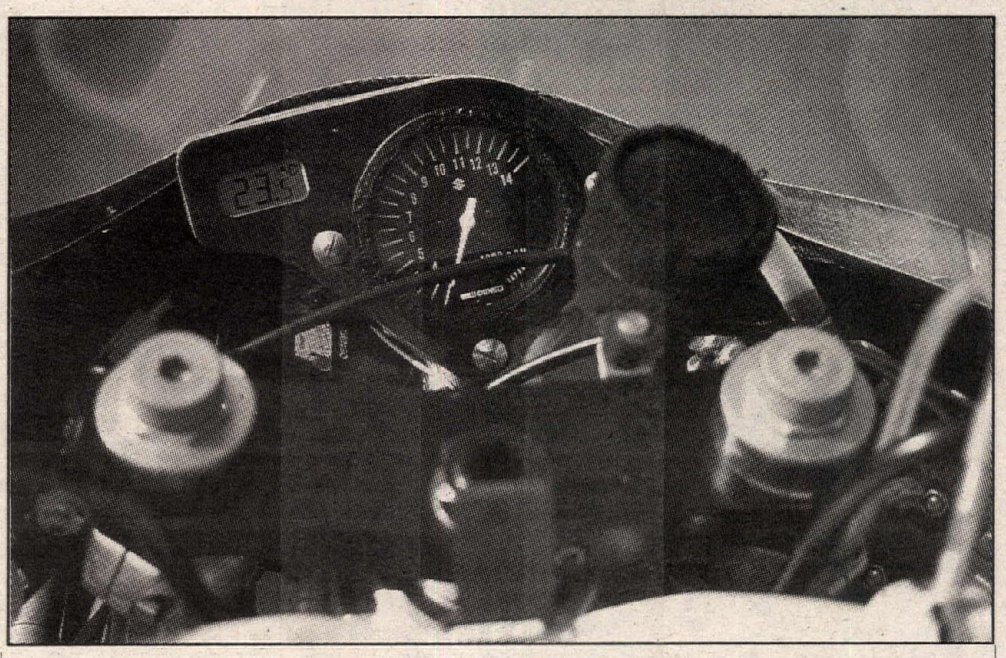
Swift it is - for at Hockenheim as well as on slower tracks the RGV was trapped at effectively the same top speed as its Honda rivals, proving that in terms of outright power Suzuki are well up to pace. The German GP was Kevin's last race on the old 180-degree V-four engine, in which both pistons in each bank of cylinders fire together: he'd tried the Big Bang version in practice, but couldn't get the chassis setup he wanted with it. Chandler used the new motor, though, and after that both riders stuck with it.

Converting their existing twin-crank motor to the new format probably required less work than on the single-crank Honda, since Suzuki was presumably able to realign their pressed up crankshafts to re-phase the firing order as appropriate, adding a new ND ignition to suit. But the overall engine design was unchanged, with the banks of cylinders set at 70 degrees to each other, representing Suzuki's approved compromise between compact engine dimensions, reed valve area and optimum carburetion. The bank of Mikuni 36 dual-body (or twin-choke) carbs is set between the two banks of 57 x 50.7mm five transfer/three exhaust port cylinders, each of which is fitted with a guillotine power valve whose operation is, as is now conventional on works Japanese 500s, controlled by a computerized link between throttle position and engine revs. The digital ignition is also computerized, of course, with a different advance curve for every gear representing an effective means of traction control as is now a commonplace aspect of factory 500 race technology, and with the curves capable of alteration by a programmable EPROM chip, and also linked to the power valve operating curve.

The result of all this is a seamless, but very, very potent power delivery which starts at 7000 rpm and rises in linear mode up to the 12,500 rpm power peak - the engine's torque curve feels much flatter than the '91 Cagivas, for example, which felt like a staircase by comparison. Moreover, unlike the Cagiva too, there's a worthwhile overrev up to 13,200 rpm before the engine stops pulling, a feature you can appreciate somewhere like Ryuyu not only because the bike seemed rather surprisingly slightly undergeared for the long, long mainstraight - it tached 13,000-plus every lap over the top of the gentle rise - but also because it meant I could hold the same gear (third) from the first chicane up to the series of sweeping turns, using the overrev to save a couple of gearchanges, then employ the engine's tractability and excellent midrange to hold the same gear all through those turns, before exploiting the overrev again for the run down to the far hairpin. Having a bike that is this torquey, yet obviously doesn't lose out on top end speed, is really an advantage: Schwantz is a lucky boy. But what really impressed was the engine's carburetion: it picks up so cleanly at low revs, either thanks to the electronic power-jet in the Mikunis, or the powervalve operation, or the computerized ignition curve, or a combination of all these things and some others too! And unlike on the works RGV250 GP racer I was riding earlier, the 500 Suzuki wasn't unsettled by holding a constant throttle position round a long turn at around 10,000 rpm, where the powervalve is presumably just open full - the engine doesn't hunt in midrange like the smaller bike did.



(Right) Front braking is accomplished with two 310mm AP carbon discs with four-piston AP calipers. (Below) A temperature gauge and tachometer make up the "dashboard."



What it does do, though, is to provide a surprising amount of engine braking - presumably like on the Honda, thanks to having all the cylinders firing so close together. This turned out to be quite a boon - even if it meant approaching the two chicanes several times with the back wheel hopping about under reverse torque, just like on a big V-twin four-stroke, all because I was using too many revs on the overrun. Before, with a traditional-type 500cc V-four two-stroke, that wouldn't have mattered, but now with the Big Bang engine generation you have to ride them like a four-stroke single or twin and either make sure you've got the revs knocked right back before you hit a low gear, or else give the throttle a good blip as you hit second or bottom gear! Think I'm exaggerating? Wait till you get the chance to try it one day, if the Big Bang theory ever makes its way to the street. And why not? The new generation of more user-friendly 500s would make superb road rockets in detuned form, and of course Suzuki did do precisely that with the old RG500 design, which they transformed into the greatest two-stroke street rod yet marketed. Why not again? Dream on...

The reason the engine braking comes in handy is because of the single most disappointing aspect of the RGV500, which it pains me to say - because they're Made in Britain! - were the AP carbon brakes. Let's straight away refute any charges that I don't have any experience of using the black brakes, because I do - ever since I sampled them for the first time the last time I rode the RGV500 Suzuki three years ago. But I have to say that, based on my test of Schwantz' latest bike, AP's carbon technology seems hardly to have developed in the intervening time, whereas their Brembo rivals started later and now - judging by my experience with their carbon products on bikes as diverse as Doohan's NSR500 Honda, the works Aprilias and Pirovano's BYRD Yamaha OW01 Superbike - have a much better product. Since Brembo actually buys all their carbon materials from AP, it's obviously not a question of that, but their application. The problem with the AP brakes is several-fold: they do of course provide tremendous stopping power - which is the main point of using carbon brakes in the first place, together with the improved, lighter steering offered by the reduced gyroscopic effect - but on the AP system this is compromised by several drawbacks. For a start, you have to use what seems like an inordinately high lever pressure, but more serious is the fact that the lever action is never the same twice running, which makes braking from 185mph-plus for the two chicanes a major piece of amber-gambling, because you can't predict to what extent the brakes are going to servo themselves into action in time. A couple of times the lever came back so close to the bars when I first squeezed, it felt like the pads had knocked-back, but that's obviously impossible on such a high-tech system as this - only that it hardly gives the rider a lot of confidence at speeds like these! Does the fact that Schwantz doesn't use heat-retention shrouds on the carbon brakes have a bearing on this?

But wait - it gets worse! Because there's no consistency in the braking force at your disposal, you can't predict stopping dis-

tance accurately, which means you can, ahem, go into the Ryuyu chicanes all crossed up, trying to get rid of the extra speed you were depending on your brakes to have eliminated after braking at the same point as the lap before, the back wheel jumping in the air as you use the unexpected degree of engine braking to the max to get out of trouble - and then the front wheel locks up!

Fortunately, this happened to me while I was upright, straight-lining the entry to the chicane - but camera-clicker Ohtani-san remains deeply impressed by the Doohan-style 'darkie' left on the track - but from the front tire! Having the front brakes servo themselves into full lock-on mode is pretty scary, quite apart from the very wooden feel you get from them at the best of times - you can't really feel what the tire is doing under braking. Now I'm sure Schwantz and Barros may well be able to handle all this where yours truly finds it a matter for deep concern, but having ridden the NSR500 only two days previously and been so impressed by the near-ideal response of the Brembo carbon brakes fitted to it, I suggest Suzuki make some back-to-back tests this winter, in which case they may get a surprise. And AP needs to do some more development urgently.

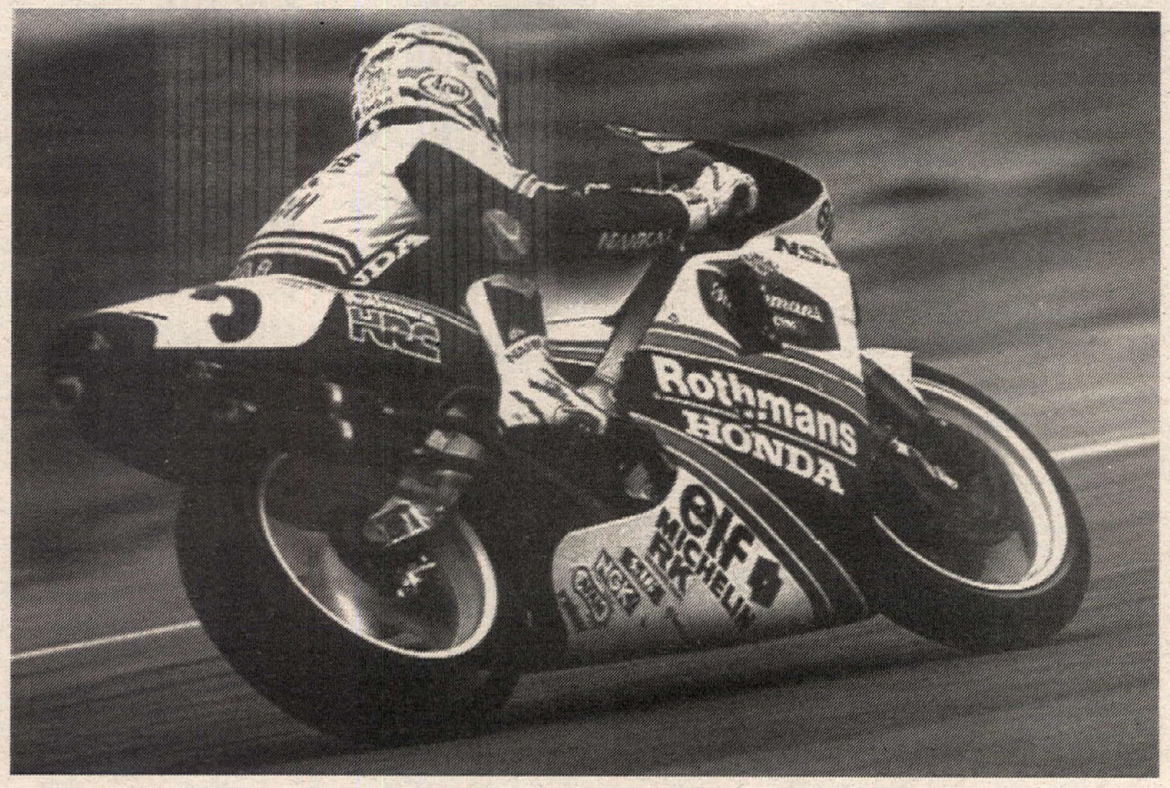
That apart, the RGV500 is a deeply impressive motorcycle, one that in all honesty deserves to have achieved more than it did in 1992. Suzuki's version of the Big Bang engine concept doesn't have the same V-twin feeling as the Honda when you ride it - it still feels like a V-4, only a little gruffer and tinglier - but it does put the power down just as well, and perhaps has a little better engine acceleration as well - it picks up revs very fast from 10-12,000 rpm. Suzuki may not have had the luck they deserved in 1992, but for sure they're in great shape for a serious attack on the World Championship title they and Kevin Schwantz covert so much in 1993. CN

Suzuki RGV500 XR78

Specifications

Engine: Watercooled 70-degree V-4 crankcase reed-valve two-stroke, with twin contrarotating crankshafts and electronic power valve
Dimensions: 56 x 50.1 mm
Capacity: 499cc
Output: Over 160 bhp at 12,500 rpm (at rear wheel)
Carburation: 4 x 36mm dual-body Mikuni with powerjet
Ignition: Nippondenso programmable electronic CDI
Gearbox: 6-speed extractable
Clutch: Multiplate dry (9 friction/10 steel)
Chassis: Fabricated aluminium twin-spar frame with rear section machined from solid alloy
Suspension:
Front: 43mm Kayaba inverted telescopic forks
Rear: Fabricated aluminium swingarm with rising rate linkage and Kayaba shock
Head angle: 23 degrees
Trail: 95 mm
Wheelbase: 1400 mm
Weight: 288 lb.
Weight distribution: 53/47%
Brakes:
Front: 2 x 310mm AP carbon discs with four-piston AP calipers
Rear: 1 x 210mm Suzuki-steel disc with two-piston Suzuki caliper
Wheels/tires:
Front: 12/60-17 Michelin on 3.50 in. Marchesini
Rear: i8/67-17 Michelin on 6.00 in. Marchesini
Top speed: 189 mph (Hockenheim)

One good turn deserves another...



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Nov. 12	WERA G.N.F. - Road Atlanta
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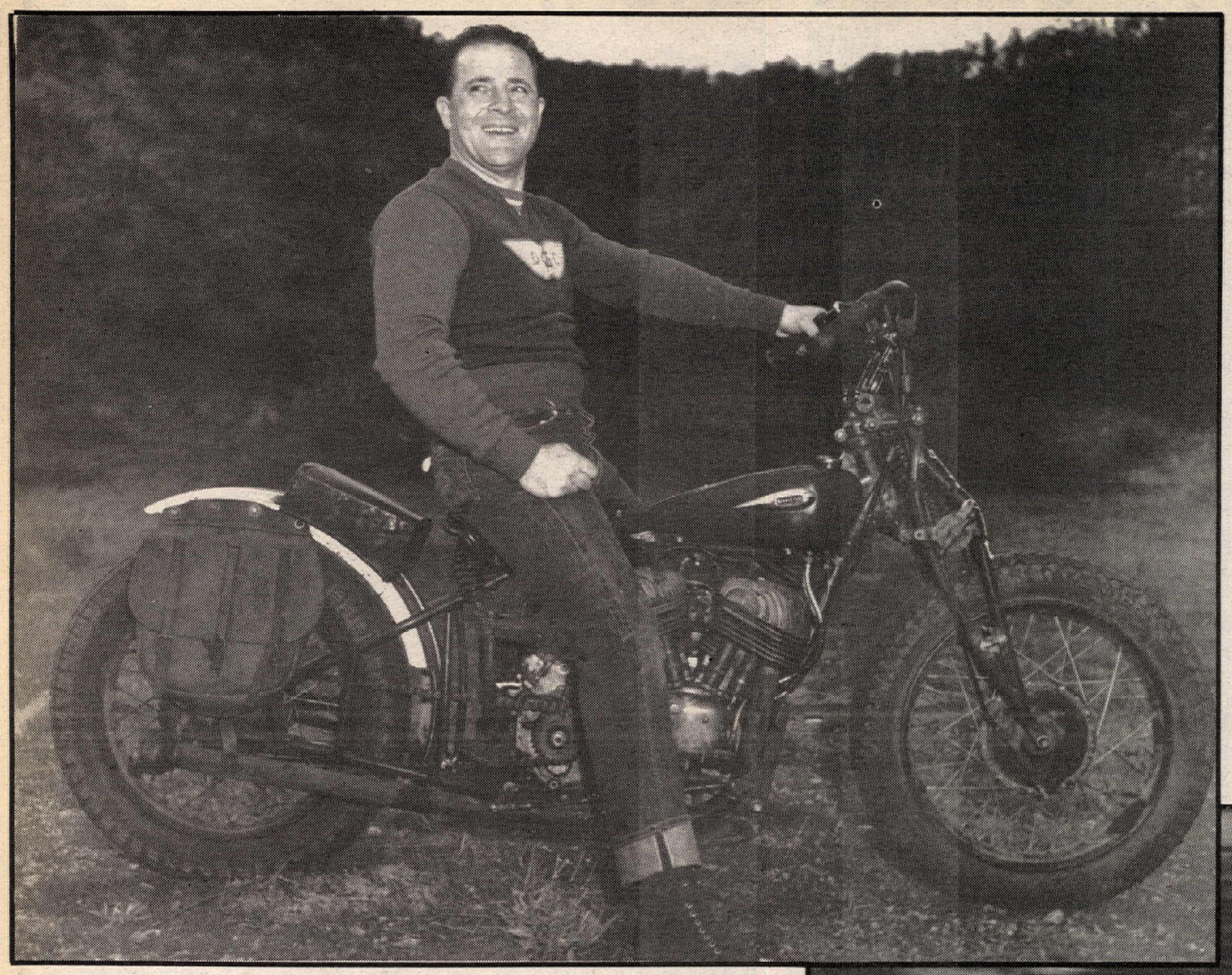

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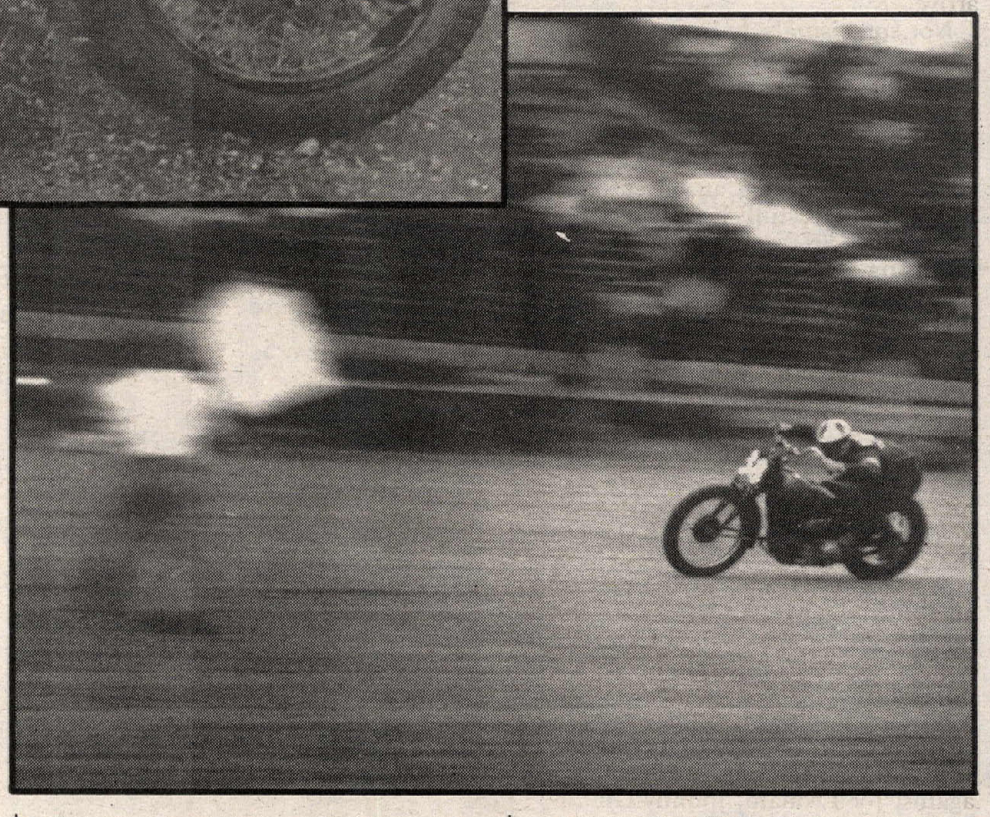

By Joe Scalzo

By the '30s, the tall board tracks were gone, and with them the irreplaceable spectacle of roaring packs of eight-valve Harley-Davidsons and their fierce opponents, the big-flywheeled Indians. Most of the great names Jake DeRosier, Shrimp Burns, and Ralph Hepburn were dead, maimed, in their dotage, or behind the wheel of race cars.

Over on the Pacific Coast, new racing was breaking loose, and fresh names were evolving, especially in Los Angeles. The racing was speedway, the volatile import from the cinder tracks of England and the convict isle of Australia. Two of the new names were Jack and Cordy Milne, one a World Champion-to-be, the other a future bridegroom of the spectacular stripper Madame St. Cyr.

Another yet-unknown was Ed Kretz. This Kretz looked like no species of motorcycle racer. With his barrel torso and meat hook arms, he resembled, really, a giant bale of hay. Appropriately, he was in that line of work. He was a hay truck driver who every morning chauffeured 23 tons of fodder out of the Imperial Valley into Los Angeles.

He was such a greenhorn to two-wheel culture that he'd visited Floyd Clymer to barter an outboard off a boat for a motor-bike; received a rooking; and then, finally, a VLD model Harley. Kretz had steered this massive quadruped to Antelope Valley for the Big Bear Run but gotten thrown out.

Next the sly Milnes and their high-strung associate Lammy Lameroux decided it was their turn to have some fun with this yokel, this musclebound bumpkin off a hay wagon. So they entered big Kretz in a short track meet at tiny Atlantic Stadium. In so claustrophobic an environment, he lumbered like an ungainly rogue elephant. But afterward Kretz got the three of them in the Targa Florio race at Legion Ascot Speedway.

Seniors residing in Los Angeles still remember deadly old Legion Ascot sitting up in the Soto Street hills until arsonists fired the grandstands. The Targa Florio roared through those hills. And during a brutal day of jumps, falls, and other high-stamina steeplechase pursuits, Kretz thoroughly pulverized his fragile, pencil-neck tormentors; Cordy Milne got lapped. This type of physically gruelling competition was Kretz's element, until all his violent crash-landings at last burst a tire. Even with an emergency pit stop he still got second, was nearly the winner.

Motorcycling went to bed that night knowing some kind of startling new star was in its midst. And, over the following years and decades, Kretz never disappointed, he won four Langhornes, plus Laconia, Savannah, Daytona, and almost all the great long-distance classics in between. A bully-boy charger who abhorred tactics — anywhere but first place was no place — he remains an utter phenomenon, a wonderful racing icon. Yet he has left behind no imitators, and even at his peak was comparable to nobody else. His only influence could have been Fred Ham, who wasn't a racer at all, but a 210-pound speed cop and endurance marvel who in 24 hours in 1934 rode 1825 consecutive miles around the Bonneville Salt Flats without getting tired.

Kretz fought it out against imposing fellow gladiators and savage race tracks, and of the two, the tracks were the more intimidating. Consider Daytona and its inaugural 200 of 1937 along the Atlantic. This marathon was advertised as easy, compared to Savannah's 200 miles of abrasive sea shells, but when Kretz and the hundred other starters got to Daytona they found it wasn't a race track, but a dirty trick. It was 4.2 miles to the lap, and certain especially hairy sections were undulating pavement over beach sand. What's more, the narrow rear straightaway pierced a mile corridor of dense foilage including bushes as big as a house; one burning motorcycle careening into this jungle was apt to set the whole thing ablaze. A whole city block of daredevils shot for the first corner, which was harrowing; two dozen of them went over the handlebars. Blowing sand ruptured engines. The tide came in before the finish, causing the scorers to flee and the race's starter to almost go beserk.

Kretz won by a margin of four miles.

Then there was Langhorne, out in the precincts of eastern Pennsylvania, a war theater infamous for its race car bloodbaths. Among mile tracks, Langhorne was a dangerous oddity, because it wasn't oval, but circular. It was a ring of oiled, blindingly fast dirt surrounded by a sinister wood of green trees. And what made Langhorne's hot-blooded faithful warm to Kretz was that, exactly like the bravest race drivers, he immediately maneuvered onto Langhorne's outermost fringe, up where the race track merged against the rampart of dark woods.

He won in this cauldron four different years. Langhorne was his favorite.

Claims got made that if somebody could find a way to keep a motorcycle alive under Ed Kretz, he would win every single race. Fortunately for motorcycle racing, nobody could. He frequently murdered his mounts — loading and unloading those 23 tons of hay per day had made him *too* strong. He truly was "Iron Man Kretz."

Merkel, Pope, Excelsior and other marques were gone from the scene, so the winner's fight was largely among Harley-Davidson and Indian riders. Tom Sifton and Dud Perkins both schemed to put Kretz on a factory Harley. But the Milwaukee company penurious as ever, refused to meet Kretz's demand; that whenever he broke down while leading — and he acknowledged that he was apt to — that he still be paid the equivalent of first place money.

Indian optimistically believed that its Scout and Chief models were capable of withstanding the savaging Kretz gave them. A racing Indian in full battle dress was a sight to behold, weighing hundreds and hundreds of pounds with primitive girder suspension, hand-shifter, and cast iron rear drum brake. Better than half a century

ago at Oakland, Kretz took one of these flathead anachronisms around the looming mile in under 48 seconds.

He still destroyed Indians. A problem was that his reservoir of stamina and physical fitness allowed him to lap faster as a race progressed, just while the machine under him was weakening. He blew a piston out of his 1937 Daytona winner as he was accepting the checkered flag.

Kretz had a temper. But unlike riders who usually do worse in that state, he could race at his best while hopping mad. This happened at another Targa Florio when a stubborn electrical short-circuit cost him eight separate pit stops, and he railed at his pit crew for all eight of them. At last he rejoined the war 19th, still finished sixth, and lapped the man who won six times. In impossible conditions on the ski slope course of Laconia, he plugged a carburetor with mud, sacrified 45 minutes cleansing it, then afterward attacked so hard the running boards got bludgeoned loose and he was forced to fry his boots holding them against the overheated engine cases. He wasn't wearing gloves, either. Steadily he abraded the epidermis, the dermis, and was working on the final layer of skin when the spectacle concluded. This time he won, and officials had to wait four laps for second place to arrive.

Not surprisingly he was a hero to all — except, possibly, to his parents and 11 older brothers and sisters. Pious Seventh-Day Adventists all, motorcycle racing to them was a one-way ticket to damnation. They later softened this view. Kretz, however, an unrepentant hedonist, was joyfully beyond redemption. The '30s were the era of the carousing, hard-drinking motorcycle racer, and he was a paragon even by that standard. He drank the best of them under the table, and once he drank so much that he was discovered passed out under a tree. Carried to his bike anyway, he won again. Then he stumbled back and collapsed under the same tree. He also was a voracious hitter, and in a discussion with some marines put three of them to sleep in the same fight.

His career extended across the '30s and '40s, but by 1954 he was in his middle 40s, or better than twice the vintage of the competition. He was called a stubborn old fool for entering a Triumph in a big-money steeplechase at Carroll Speedway because he was expected to have little chance against Joe Leonard, Johnny Gibson, Tex Luce. He won by a lap. Afterward, his faithful admirers said they never doubted he would, just that they disbelieved any Triumph could survive 100 laps of the Ed Kretz treatment. This amounted to his last motorcycle race.

A famously vain man, Kretz began effecting a toupee in 1963, when he was 53. Today he is an enormous, clear-headed 82. There's a Methuselahn strain to the Kretz clan; his mother lived to the great age of 94, and one of his sisters is scheduled to turn 100 this winter.

The Kretz mystique endures. Some seasons back, in company with his son Eddie — they behave more like brothers — Kretz was to be feted for winning the very first Daytona. Through a coincidence, he appeared in a ceremony with an old Trimuph which had won Gary Nixon — yet another legend — the 200 of 1967. Decades before, the jinxed Nixon had had England's tabloid press jeer him as the "Iron Man" because of all the pins knitting his often-fractured bones together.

Ed Kretz really *is* iron. CN

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CYCLE NEWS

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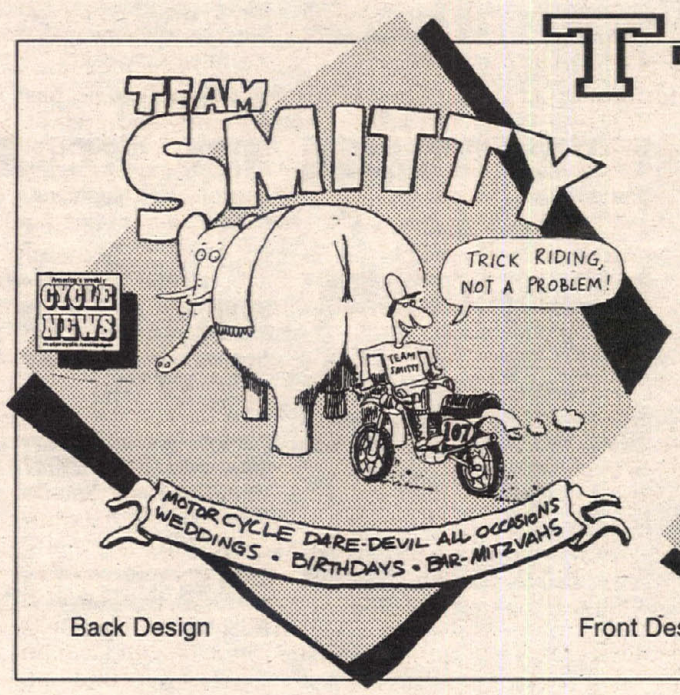
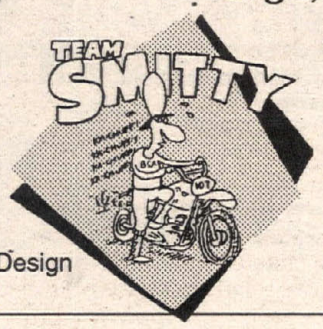


Back Design



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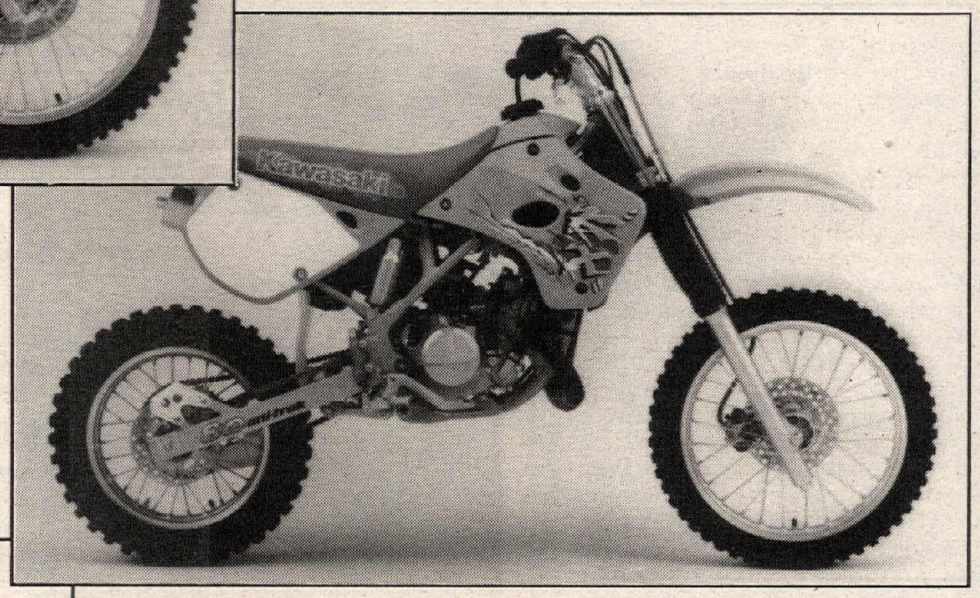
See the 1993 Kawasakis At

1993 KAWASAKI KX125-J2

The 1993 KX125 features a lighter frame for greater agility coupled with engine enhancements offering better performance all across the rev range.

Improved throttle response, reduced flywheel effect, and better detonation control result from a combination of changes in carburetion, engine components, engine ports, and the combustion chamber.

The KX125's hydraulic front disc brake offers improved feel due to a revised front master cylinder lever ratio.

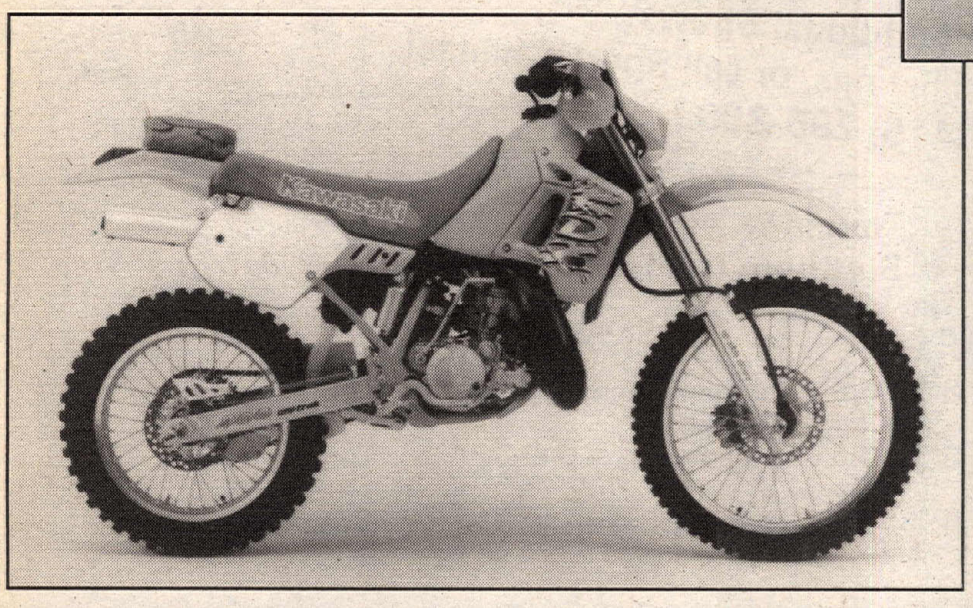


1993 KAWASAKI KX80-R3

New graphics decorate the 1993 KX80.

The standard version KX80-R3 features a slightly stiffer front fork, while the "big wheel" KX80-T3, with its upside down 36 millimeter fork, has minor changes in the return springs to reduce initial harshness.

Equipped with an 82 cc two-stroke single-cylinder liquid cooled engine and digital ignition, the KX80 delivers the performance to run hard and win motos.



1993 KAWASAKI KDX200-E5

The 1992 Kawasaki KDX200 qualifies as the ideal enduro bike, fully outfitted for trail riding. Hand covers, odometer-tripmeter, and low-expansion brake lines are among the full complement of rugged components. Off-road lighting is standard. The KDX200 features an engine guard, quick change rear wheel, tool bag, and separate clutch cover for easy servicing.

The only change for 1993 is to give the KDX200 a 41 millimeter inverted cartridge front fork, strengthening this machine's rough-trail handling prowess.

The exhaust system features a U.S. Forestry Service approved spark arrestor and silencer.

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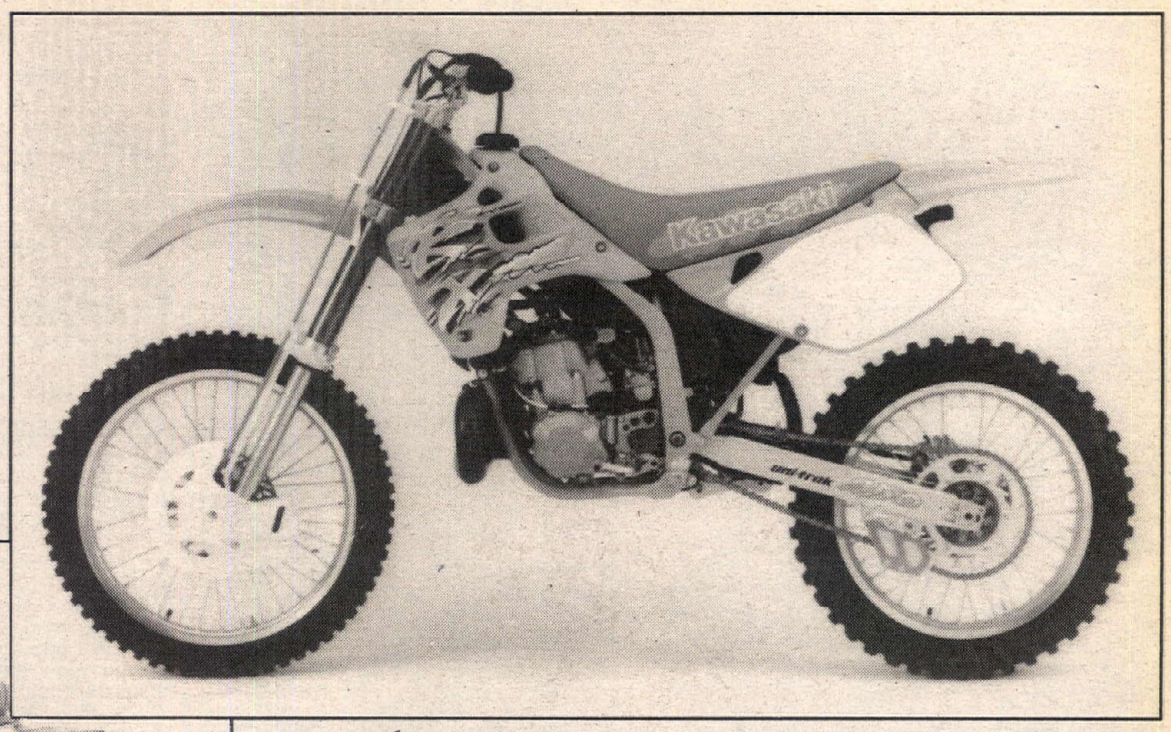
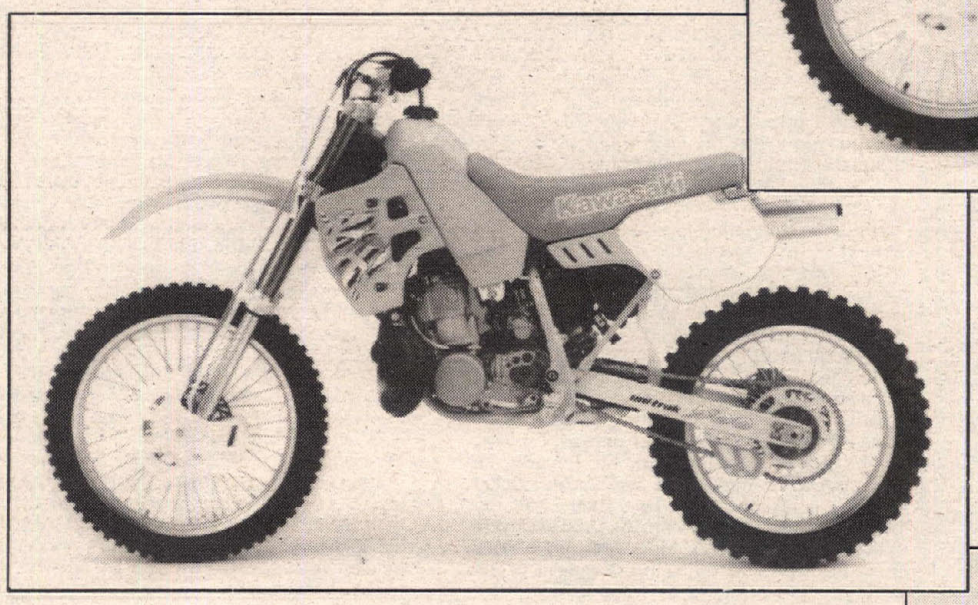
1993 KAWASAKI KX250-J2

The 1993 Kawasaki KX250 adopts the weight-reduction techniques of the KX125, making the frame lighter yet equally rigid for improved handling.

Engine and carburetion changes enhance power across the rev range. Among the most notable changes, the KX250 adopts the guillotine-type KIPS valve, providing more accurate port control and better performance all around.

Engine compression ratios are slightly reduced, while a combustion chamber redesign aids detonation control. Reduced flywheel effect allows quicker acceleration.





1993 KAWASAKI KX500-E5

If you look carefully, you'll notice a narrower front fender on the 1993 Kawasaki KX500-E5, an aid to weight reduction.

The KX500 gets a semi-floating front disc brake along with new graphics. For the most part, though, it's a proven performer needing few changes.

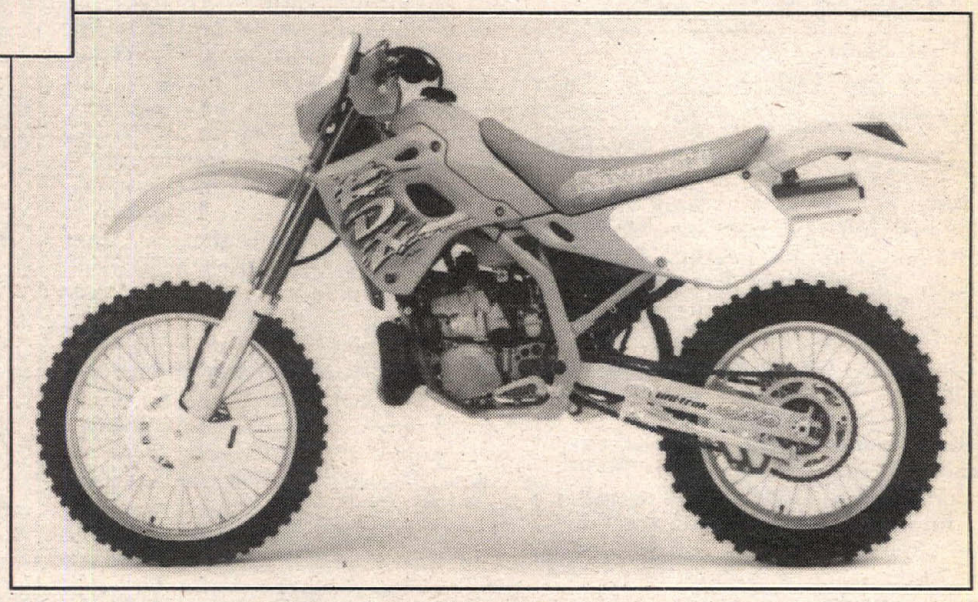
The powerful liquid-cooled 499cc two-stroke engine is equipped with the Kawasaki Integrated Powervalve System (KIPS) and capacitor discharge ignition with electronic timing advance. A semi-double cradle, high-tensile steel frame provides strength and agility.

1993 KAWASAKI KDX250-D3

The KDX250-D3 is built around a tubular steel perimeter frame, providing superior torsional rigidity and improved mass centralization for a lower center of gravity.

UNI-TRAK ® rear suspension provides high compliance on small bumps and increasingly stiffer resistance to larger impacts to avoid bottoming. Hollow front and rear axles lessen unsprung weight, and the aluminum rims have straight-pull spokes.

The 249cc two-stroke single cylinder engine is derived from the KX250 motor, with reduced compression ratio for a wider powerband. The KDX250's exhaust system includes an aluminum silencer and U.S.F.S. approved spark arrestor.



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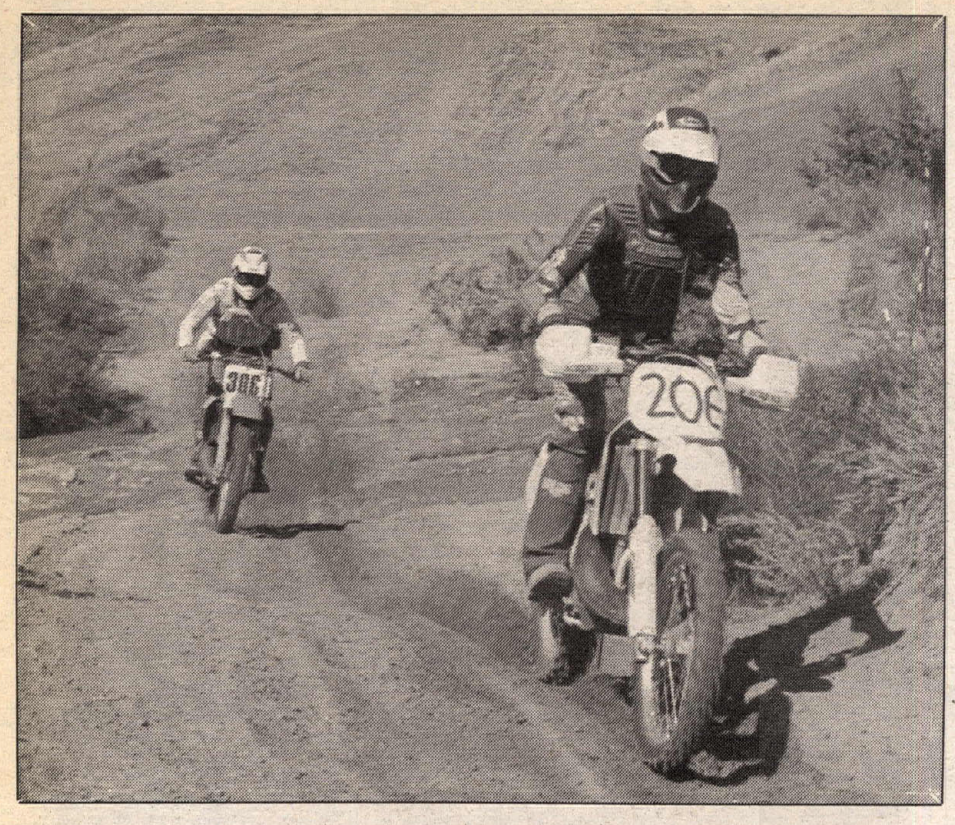

Bob Stene (206) dropped 14 points at the Leapin' Lizard Enduro, placing 11th overall and second in the Vet A class. Craig Lane (306) was fifth in the same division.

AMA District 36 B/C Enduro Series: Round 5

Martinson masters Leapin' Lizard Enduro

By Mark Bader
Photo by Carrie Bader

NEW CUYAMA, CA, NOV. 1

Riding Dave Bertram's Suzuki DR350 four-stroke, Glen Martinson put together a strong seven-point ride at the Central Coast Motorcycle Association's Leapin' Lizard Enduro at Ballinger Canyon, just edging out Josh Chandler for the overall win.

Chandler tied Cycle Gear/Yoko-sponsored Martinson on points, but Martinson came out ahead of the Honda-mounted rider after the tie-breaker seconds were tallied. ISDE veteran Jon King rode to third overall, one minute off the pace of the top two riders. Matt Wallace rode to an impressive 10-point fourth overall, and was the top B rider.

The event was a part of the district's special series for B and C class riders, but also awarded points to those in the A division. Though the enduro was held much further south than most District 36 events, many northern California regulars chose to make the long trek, and were rewarded with relatively moist conditions. Several District 37 riders also showed up, bringing the total entries to 126. Including resets, the three-loop enduro was 101 miles long.

"It's a little bit of a drive for some riders, but they only allow two events here every year, and we think it provides a change of pace from the rest of the series," said enduro steward "Flyin'" Mike Brown. A mixture of ridge-top single-track, sandwashes, tight canyons and virgin, manzanita-lined trails were featured.

Soon after the start, riders entered an emergency check that most of the top riders were able to zero. Martinson hit the check at a perfect 30 seconds into his minute, while Chandler and King were each seven seconds off the pace. The check served as a check-in to the first special test, which was run at 24 mph. Martinson, Chandler and King each dropped four points at the check-out.

The top riders were all able to zero the remainder of the loop, as well as the entire second loop. Loop three consisted of one long special test, and was run through tight, virgin trails on private land. Check 12 proved to be the decider for Martinson, who came in two minutes late. Chandler also dropped two points at the check, but was 12 seconds off Martinson's pace. King hit the check three minutes late.

The three riders all came into the finish one minute late, and Martinson was declared the winner after the scores were tallied. The club used the U-score system, and plaques were handed out the same day.

Professional dirt tracker Ronny Brown was running near the top of the A class, but burned the final check and dropped to 15th overall. Brown still earned the win in the 200cc A division, and his father Joe finished second in the Senior A class.

"I thought the club did a good job," said Cliff Ranney, who placed third in the Vet B class. "I was afraid to look down from the tops of some of those ridges; you couldn't see the bottom!"

Walter Schwartz was the top C class rider, with 17 points dropped over the first two loops. The C class did not ride the third loop. CN

Results

O/A: 1. Glen Martinson (Suz); 2. Josh Chandler (Hon); 3. Jon King (Suz); 4. Matt Wallace (Yam); 5. Dan Sell (KTM); 6. Scott Bright (Hon); 7. Scott Reynolds (Hon); 8. David Froman (Kaw); 9. Steve Shoemaker (Yam); 10. Jim McGrath (Suz).
200 A: 1. Ron Brown (Yam).
250 A: 1. Josh Chandler (Hon); 2. Jon King (Suz); 3. Scott Bright (Hon); 4. David Froman (Kaw); 5. Steve Shoemaker (Yam).
OPEN A: 1. Dan Sell (KTM); 2. Dave Raymond (KTM); 3. Jim Wescom (Yam).
4-STRK A: 1. Glen Martinson (Suz); 2. Nathan Davis (Suz).
VET A: 1. Scott Reynolds (Hon); 2. Bob Stene (Yam); 3. Steve Joyce (KTM); 4. Mike Ferro (Suz); 5. Craig Lane (Kaw).
SR A: 1. Mike Keen; 2. Joe Brown (Yam); 3. Don Matheson (Hon); 4. Rick Beckstrom (Hon); 5. Dale Greenhalgh (KTM).
S/SR: 1. George Johnson (Hon).
200 B: 1. Mark Bader (Kaw); Tod Anderson (Kaw).
250 B: 1. Matt Wallace (Yam); 2. Don Knapp (Suz); 3. Brian Fiscalin (KTM); 4. Bill Summers (Kaw); 5. William Benson (Hon).
OPEN B: 1. David Moser (Hon); 2. Jeff Provost (Hon); 3. Dave Powell (Hon); 4. Dan Figueiredo (Hus); 5. Craig Couture (Hon).
4-STRK B: 1. Tim Heslin (Hon); 2. Ray Spore (Hus); 3. Jullian Hayward (Hon); 4. Tom Bennett (Hon).
VET B: 1. Arlie Raber (Yam); 2. Ken Tomeo (KTM); 3. Cliff Ranney (KTM); 4. George Anderson (Suz).
SR B: 1. Dwayne Holman (Hon); 2. Dick West (Suz).
200 C: 1. Jim Spink (Kaw); 2. Let Wilson (Kaw); 3. Kevin Morris (KTM); 4. Chad Peters (Kaw); 5. Glenn Ott (Kaw).
250 C: 1. Paul Morneault (Kaw); 2. Carl Droivold (KTM); 3. Nick Perieff (Yam); 4. Ron Wagniere (Hus); 5. Merrill Hoekstra (KTM).
OPEN C: 1. Andrew Koch (Kaw).
4-STRK C: 1. Walter Schwartz (Hus); 2. Jeff Bozarth (Hon); 3. Randy Baker (Kaw); 4. Vincent Bertuzz (Suz); 5. Darryl Creasy (Hon).
VET C: 1. Cliff Larson (KTM); 2. Roger Beckett (Hon); 3. Mike Cain (ATK); 4. Jim Sandefer (Yam); 5. Walter Koch (Kaw).
SR C: 1. Randy Hiatt (KTM); 2. Steve Peters (Hus); 3. Ted Brenns (Suz); 4. Randy O'Laughlin (Yam); 5. Jim Borden (Kaw).
S/SR C: 1. Cecil Holman (ATK); 2. Gary Smith (Yam).

May mauls Daniel Boone MX

By Gwenn Harris

LONDON, KY, NOV. 1

Jeff May scored the overall victory in the 250cc A class at Daniel Boone Motocross Park.

Joshua Steel pushed his Kawasaki across the finish before the others in the first moto, but the second moto was dominated by May. Larry Gessner gave May a run for the money in the second moto while doing pancakes over the finish jump. Gessner pushed May to the limit trying to get the lead, but May held on to notch the moto and overall wins.

The 125cc A class was the feature race of the day. Jeff May's trainer, Beau LeMaster, sponsored an extra $150 cash prize for the winner of this class on the condition that the racers rode two 30-minute motos. LeMaster said he likes to surprise the riders, and added that the 30 minute motos would provide some excellent conditional training for the National circuit.

The first moto was fast-paced as May stole the holeshot and led the pack around the track. The battle for first was hot and furious as Steel moved closer and closer to May. Finally, in the top of the sixth lap, Steel made the pass as they came out of the rocket pocket and flew across the finish line. By the halfway point, the riders were becoming tired and were spaced out pretty well. May went down with three minutes left to go, but managed to get back up and hold on to second. Steel won the moto.

The second moto was just as fast and track conditions were perfect. May again grabbed the holeshot, but was unable to maintain his lead against Steel. Steel took over first place on the second lap and held on to win the moto and the overall.

Results

250 A: 1. Jeff May (Suz); 2. Larry Gessner (Hon); 3. Joshua Steel (Kaw).
OPEN AM: 1. Paxton Mendelssohn (Kaw); 2. Carl Blevins (Hon); 3. Jammye McQuade (Hon); 4. Reese Martin (Hon).
U/L AM: 1. Ryan Duff (Suz); 2. John Brunck III (Hon); 3. Richard Speth (Hon); 4. Conrad Wilnoski (Suz); 5. Daniel Nelson (Hon).
80 BEG: 1. Brian Hodges (Hon); 2. Chris Hedrick (Hon); 3. Adam Vaughn (Suz); 4. Kyle Ruby (Kaw); 5. Jeff Hebel (Hon).
125 C: 1. David Culton (Hon); 2. Robert Goldson (Hon); 3. Conrad Wilnoski (Suz); 4. Gary Baker (Hon); 5. Jonathan Langworthy (Yam).
ENDR: 1. David Zanet (Yam); 2. William Huckley (Suz); 3. Jason Meece (Kaw).
125 B: 1. John Brunck III (Hon); 2. Ryan Duff (Suz); 3. Daren Turner (Hon); 4. Paxton Mendelssohn (Kaw).
125 A: 1. Joshua Steel (Kaw); 2. Jeff May (Suz); 3. Bradley Strunk (Hon); 4. Larry Gessner; 5. David Culton (Hon).
250 B: 1. Daniel Nelson (Hon); 2. Paxton Mendelssohn (Kaw); 3. Steve Kiesler (Kaw); 4. Richard Speth (Hon).
25+: 1. Larry Gessner (Hon); 2. Steve Kiesler (Kaw); 3. Gene Hodge II (Yam); 4. Daren Turner (Hon); 5. Todd Richmond (Kaw).
250 C: 1. Todd Richmond (Kaw); 2. Fonzo Stanley Jr. (Yam); 3. Shane Gillispie (Yam); 4. Eric Reed (RM); 5. Mike Baker (Kaw).
NON-CURR: 1. Jonathan Langworthy (Yam); 2. Robert Goldson (Hon); 3. Shane Gillispie (Yam); 4. James Benning (Hon); 5. Tim Gulley (Kaw).
60: 1. J.R. Carter (Kaw); 2. Chris Heath (KX); 3. Todd Maggard (Kaw); 4. Joshua Haynes (KX).
SCHBY: 1. Thomas Heck; 2. Kenny Ruby (Yam); 3. Brian Hodges (Hon); 4. Jeff Hebel (Hon); 5. Adam Vaughn (Kaw).

Myers masters Christiana MX

By Bart Wilber

CHRISTIANA, TN, NOV. 1

On the wet and muddy track at Christiana Raceway, Phillip Myers scored the win in the 125cc C class.

Myers took his Honda to a win by placing second in the first moto and first in moto two, besting Bart Scott's 1-2 score. Jeff Goforth, Brian McDonald, and Kevin Wright finished out the top five.

In the 250cc C class, Kelly Anderson's Suzuki led both motos for a convincing win over Sam Stevenson. Stevenson battled hard with Chad Maddox in both motos. Stevenson went down after colliding with a lapped rider in moto two, and narrowly succeeded in retaking second place.

Results

P/W 0-51: 1. Rob Mason; 2. Eric Edwards; 3.Michael Barker; 4. Austin Kennedy; 5. Josh Fisher.
65: 1. Anthony Nash; 2. Lindsay Powers.
85 JR MINI: 1. Seth Dobbs; 2. Chris Rhodes; 3. Forrest Hester.
TR: 1. Michael Barker; 2. Daniel McElhaney; 3. Laura Meredith; 5. Jonathan Robertson.
85 SR MINI: 1. Wesley Stiles; 2. Jay Green; 3. Travis Thomas; 4. Anthoney Nash; 5. Robert Jordan.
SCHBY: 1. Robert Jordan; 2. Travis Thomas; 3. J.R. Meredith; 4. Patric Patterson; 5. Matt Downey.
125 BEG: 1. Kevin McLaughin; 2. Paschael Jennings; 3. Randy Ross; 4. Larry House; 5. J.R. Meredith.
4-STRK: 1. Kevin Wright; 2. Troy Bucy; 3. Chad Dudley; 4. Cory Maupin.
125 C: 1. Philip Myers; 2. Bart Scott; 3. Jeff Goforth; 4. Bryan McDonald; 5. Kevin Wright.
125 B: 1. Clark Stiles; 2. Danny Ledford.
250 B: 1. Don Wyatt; 2. Jeff Bryant; 3. Jason Leathers; 4. Vernon Crowe; 5. Larry Hiland.
250 C: 1. Kelly Anderson; 2. Sam Stevenson; 3. Chad Maddox; 4. Ashley Dement; 5. Mike Hiland.
250 B: 1. Nathan Kennedy; 2. Randi Brooks; 3. Lindsay McGregor; 4. Kelly Shires; 5. Larry Francis.
30+: 1. Tommy Myers; 2. Mike Taylor; 3. Tommy Hayes; 4. Jerry Link; 5. Larry Francis.
40+: 1. Danny Ledford; 2. Bart Wilber.
ENDR: 1. Joe Harmon.

Smith smokes Swan Motocross

By Kat Spann

TYLER, TX, OCT. 25

Russell Smith topped the Over 30 Novice class at the NMA Fall National at Swan MX Park.

Scott Isbell holeshot the first moto, leaving Smith and David Malvgan to battle for second. Isbell motored on to the win.

Malvgan holeshot moto two, but a determined Smith overtook Malvgan in the whoops before the first set of woods. Malvgan held on to the number two-spot for almost three laps before Isbell passed him. Isbell tried to reel in Smith, but failed to do so by the checkered flag, and Smith scored the overall with a 2-1 score. Isbell finished second.

Clay Hoenshell took a break from cross country competition to race the Over 30 Masters event. Hoenshell holeshot moto one, hounded by Willie Phee. Hoenshell went down, opening the front door to Phee, David Jones and Jerry Joiner. Hoenshell remounted and got back into the race as Phee took charge and put distance on second-place runner, Jones.

Moto two saw Phee holeshot in front of Jones, Hoenshell and Joiner. By the time Phee was out of the first turn, Jones was on his rear fender, and passed him in the whoops. Hoenshell passed Phee to take up the second-place spot behind Jones. Jones led the first lap as Hoenshell and Jones battled behind him. After leading into lap three, Hoenshell decided enough was enough and passed Jones in the wooded section, then led all the way to the checkers. Jones followed him across the finish line, while Phee took up the number three spot. Hoenshell took the top honors, with Jones in second.

Scotty Rice holeshot moto one of the 125cc Modified Intermediate class and led into the whoops before Michael Gage took over. Freddie Mitchell closed in on Gage and dogged him through the first lap before taking the lead in the second set of woods in lap two. Joey Pratt was working his way up from ninth place, and was in the fifth spot by the end of lap two. Pratt then passed Brian Rister and Gage for second place. With only a lap to go, Mitchell was still leading, and Pratt was unable to close the gap.

Moto two had Pratt in the holeshot position. Rister and Mitchell gave chase to Pratt through the first lap before a gap formed between the top three positions. Rice was running in fourth as Gage and Randy Denby battled over the number five spot. Gage shot forward in lap three to pass Rice. Rice fought back all the way through the white-flag lap, while Denby nipped at his rear fender. It was a war for the fourth-place spot all the way to the checkered flag, with Gate securing the position at the line. Pratt took the overall with a 2-1 moto finish, followed by Mitchell in second with his 1-3 score.

Results

P/W MOD 6-8: 1. Logan Williams (Yam); 2. Clay Northen (Yam); 3. Marcus Frisch (Suz); 4. L.G. Tretter (Yam); 5. Veronica Schultz (Yam).
P/W STK 6-8: 1. Chase Reed (Yam); 2. Logan Williams (Yam); 3. Melissa Franks (Yam); 4. Jeffery Antwine (Suz).
60 STK 9-11: 1. Johnny Marley (Kaw); 2. Damon Francois (Kaw); 3. Joshua Bridges (Kaw); 4. Chase Reed (Kaw); 5. Micah Frisch (Kaw).
60 MOD 6-11: 1. Joshua Bridges (Kaw); 2. Chase Reed (Kaw); 3. Dusty Fountain (Kaw); 4. Mark Thompson (Kaw); 5. Robby Shinn (Kaw).
80 STK BEG 12-16: 1. Daniel Patton (Kaw); 2. Taylor Spurlin (Kaw); 3. Ron Daniel (Suz); 4. Wes Morton (Suz); 5. Colby Dodson (Kaw).
80 MOD BEG 12-16: 1. Eddie Mooree (Kaw); 2. Daniel Patton (Kaw); 3. Taylor Spurlin (Kaw); 4. Michael Brock (Hon); 5. Keith Hays (Yam).
80 STK 0-11: 1. Johnny Marley (Kaw); 2. Joey LeBlanc (Kaw); 3. Damon Francois (Kaw); 4. Jacob Jones (Kaw); 5. Chase Reed (Kaw).
80 MOD 0-11: 1. Johnny Marley (Kaw); 2. Joey LeBlanc (Kaw); 3. Mark Thompson (Suz); 4. Dusty Fountain (Kaw); 5. Jacob Jones (Kaw).
80 STK 12-13: 1. Charley Bogard (Suz); 2. Brad Cannon (Kaw); 3. Andre Johnson (Suz); 4. Jason Hyde (Kaw); 5. Brandon Nichols (Kaw).
80 MOD 12-13: 1. Charley Bogard (Suz); 2. Jason Hyde (Kaw); 3. Brad Cannon (Kaw); 4. Billy Slaughter (Kaw); 5. Andre Johnson (Suz).
80 STK 14-16: 1. Shad Morris (Kaw); 2. Jason Eckhoff (Kaw); 3. Jay Grimm (Suz); 4. Brad Bonner (Kaw); 5. Travis Williams (Kaw).
80 MOD 14-16: 1. Jason Eckhoff (Kaw); 2. Shad Morris (Kaw); 3. William Hitchcock (Suz); 4. Jay Grimm (Suz); 5. Billy Gartman (Kaw).
80 S/MINI 0-8: 1. Charley Bogard (Suz); 2. Chris Torrance (Kaw); 3. Jason Eckhoff (Kaw); 4. Brad Bonner (Kaw); 5. Joey LeBlanc (Kaw).
125 STK BEG: 1. Ken Smith (Kaw); 2. Jeff Huff (Yam); 3. Shawn Parker (Hon); 4. Jimmy Hitt (Kaw); 5. Trip Samples (Suz).
125 MOD BEG: 1. Danny Childress (Kaw); 2. Kelly Pierce (Kaw); 3. Billy Blount (Kaw); 4. Craig Martinez (Kaw).
125 STK NOV: 1. Jason Beam (Hon); 2. Randy Stubblefield

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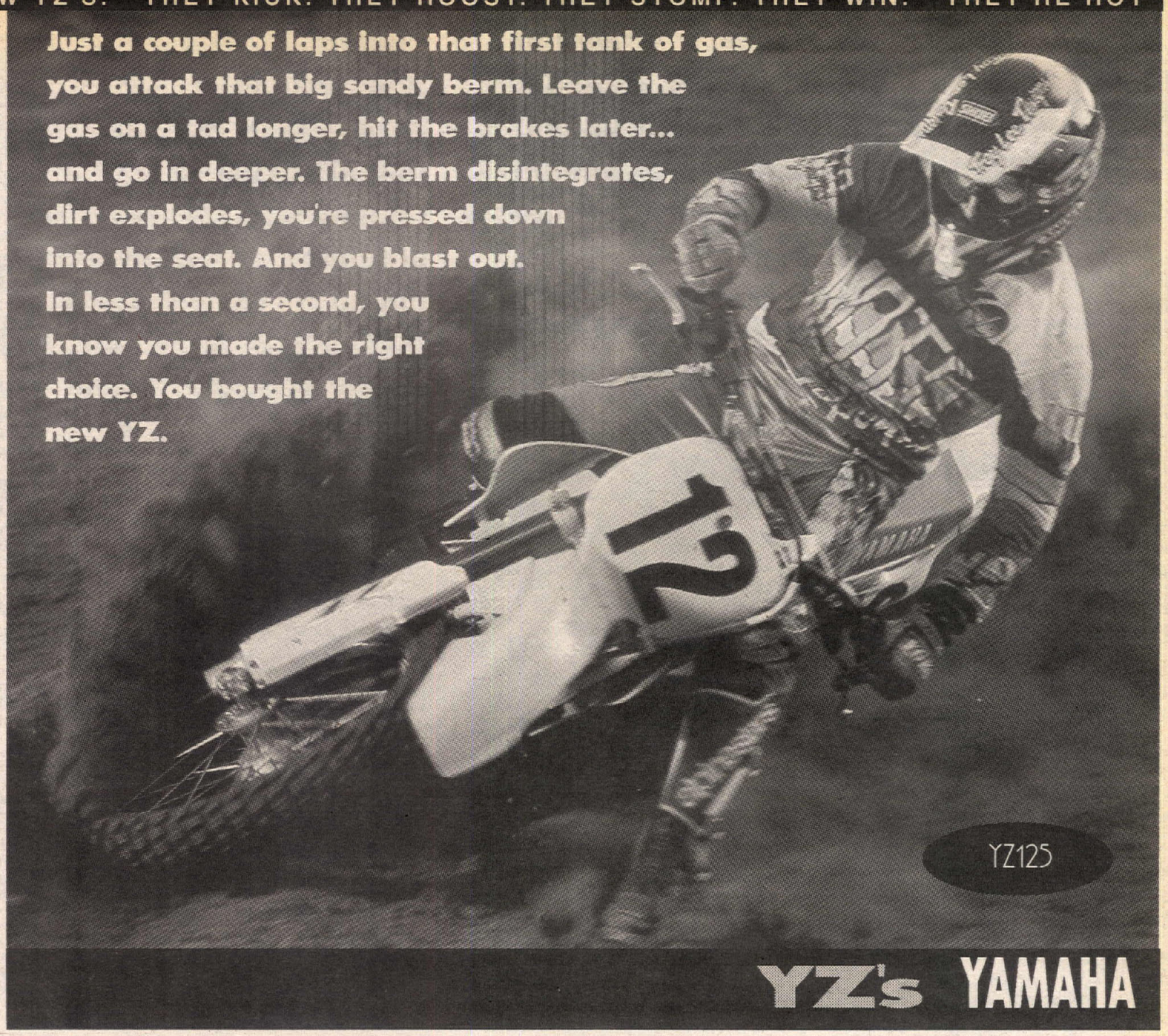

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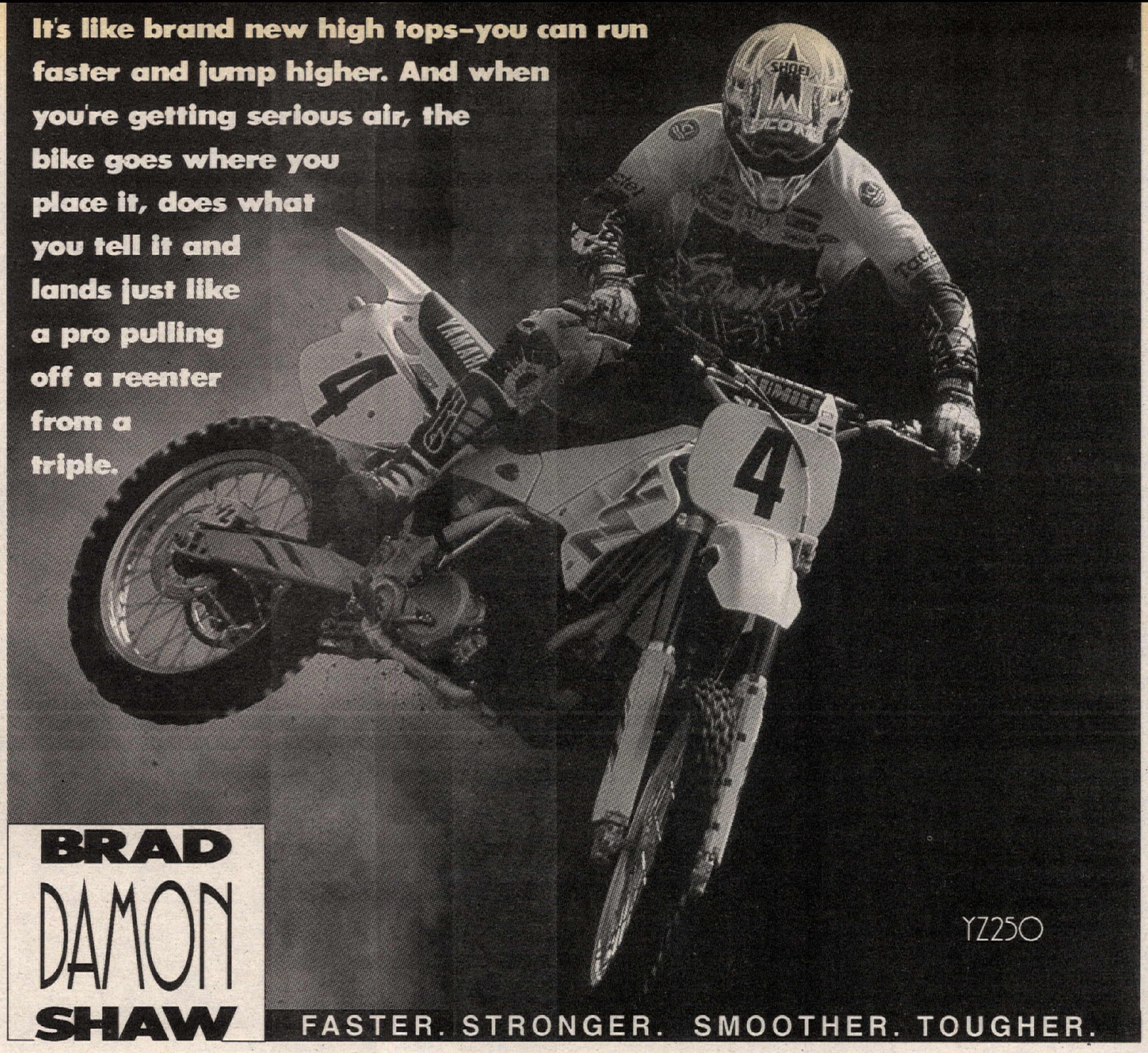

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YAMAHA

The all new YZ80 is screaming proof that small is very serious. ❑ Totally new from ground up, it has a stronger, more powerful crankcase reed valve engine, with a cylinder that's impregnated with ceramic composites for better heat dissipation and longer life. ❑ There's all new gear ratios designed for the demands of bigger tracks. And a beefy, large clutch with an easier pull ratio. It's so tough, it won't fade under constant use. ❑ The YZ80 now has massive inverted front forks with unique spring rates and valving for the ultimate in stable steering and smoothness. And a new rear shock with a new spring and damping settings for rough conditions.❑ Just like the bigger bikes, it's complete with a computer designed aluminum Deltabox swingarm for precision handling. ❑ The all new YZ80 has a high rigidity frame which allows larger riders to go faster without frame flex. The new YZ80. It doesn't just look like the bigger bikes-it performs like one too. It's exactly what you need to track down the big trophies. ❑

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Columbus, OH 43202
(614) 267-0318

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Grove City, OH 43123
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Toledo, OH 43537
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MOORE
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Moore, OK 73160
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OR BEAVERTON
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(503) 643-5577

HERMISTON
Honda-Yamaha Cycletown-Watersports
Hwy 395
Hermiston, OR 97838
(503) 567-8919

GRESHAM
Yamaha Sports Plaza
1989 E. Powell
Gresham, OR 97080
(503) 666-7091

PA ALLISON PARK
Gibsonia Cycle Center
4684 Rt. 8
Allison Park, PA 15101
(412) 487-2803

BLOOMSBURG
Speed & Sport Inc.
U.S. 11 South
Bloomsburg, PA 17815
(717) 784-6831

BROOMALL
Cycle City
2555 Westchester Pike
Broomall, PA 19008
(215) 356-2662

COOPERSBURG
Link Cycle
Rt. 309
Coopersburg, PA 18036
(215) 282-4800

LANCASTER
B & B Sales & Service
791 Flory Mill Rd.
Lancaster, PA 17601
(717) 569-5764

PINE GROVE
Zechman's Cycle Center
RD 4, Box 430
Pine Grove, PA 17963
(717) 345-8918

PARRYVILLE
Blocker Enterprises
Route #248, Box 204
Parryville, PA 18244
(215) 377-0440

EMSWORTH
Tracey's World of Cycles
8070 Ohio River Blvd.
Pittsburgh (Emsworth), PA 15202
(412) 766-9211

RI CUMBERLAND
Wheels of Freedom Cycle
954 Mendon Road
Cumberland, RI 02864
(401) 334-2340

TN FAYETTEVILLE
Fayetteville Kaw.-Suz.-Yam.
Huntsville Highway
Fayetteville, TN 37334
(615) 433-0181

MURFREESBORO
Sloans Honda Yamaha
2233 N.W. Broad St.
Murfreesboro, TN 37129
(615) 893-0150, 1 (800) 341-1681

TX AUSTIN
Bill Kasson Yamaha
2603 S. Congress
Austin, TX 78704
1 (800) 252-7004

BEAUMONT
Golden Triangle Cycle Center, Inc.
1625 College
Beaumont, TX 77701
(409) 838-4746

FORT WORTH
Yamaha of Texas
5709 Airport Fwy
Fort Worth, TX 76117
(817) 831-0903

GAINESVILLE
Rogers Yamaha
Rt. 2, Box 22 A (West Hwy 82)
Gainesville, TX 76240
(817) 665-4202

YAMAHA

and you're going to get the works

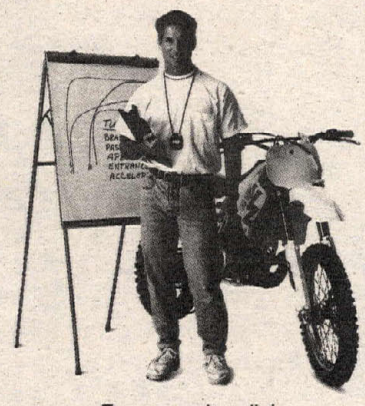
Reserve a new YZ, and get our $500 Works Kit free.

And dig what you get: A free session at a Ricky Johnson Track Techniques Clinic. And the most sought-after tires in racing. Dunlop's K695IT rear features a tall, open-spaced knob pattern for outstanding grip and self-cleaning. The K490IT front features a knob pattern for hard braking and traction over a variety of lean angles. You also get a Complete Top-End Package, a case of YamaLube Premix Racing Oil and a YZ Works Stand. *

All told, that's about a $500 value. So just put down a $200 deposit on a new YZ before November 30, and we'll give it to you good.

Of course, you're also guaranteed the best MXer on earth at a great price. And the only one out there with a 30-day warranty.

So hurry to your participating Yamaha dealer today and sock away a new YZ. You'll get a lot more than you bargained for, that's for sure.



Free one -day clinic, "Track Techniques by Ricky Johnson He's a god . You wanna be. Here's your chance.

**Works stand not included in YZ250 kit. Works kit subject to availability. Allow 6 to 8 weeks for delivery. Must take delivery of 1993 model YZ80, 125 or 250 by December 31 1992. Dealer participation may affect availability. Free Ricky Johnson clinic available with new and non-current YZ or WR models purchased between 9/1/92 and 5/31/93. Limited warranty does not apply to units being raced.*

To continue enjoying the thrill and fun of motorcycling, we must continue to do our part and ride responsibly. ❑ Always remember to review your Owner's Manual before you ride. Check all your equipment, always wear an approved helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Keep your bike well-maintained.❑ Never ride a YZ on paved surfaces or public road; never carry passengers; never engage in stunt riding; avoid excessive speed. YZ's are intended for closed course competition only. ❑ Provide parental supervision when a motorcycle is being operated by a minor. ❑ Beginners should be extremely cautious, and allow extra time and distance for maneuvering and braking. Always ride well within the limits of your abilities, never beyond them.❑ Please be resonsible and "tread lightly". ❑ Do not drink and ride. It is illegal and dangerous. ❑ Professional riders depicted on a closed course. ❑ Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further Information regarding the MSF course, please call 1-800-447-4700. ❑

Model	YZ250	YZ125	YZ80
Engine Type	Liquid-cooled 2-stroke single	Liquid-cooled 2-stroke single	Liquid-cooled 2-stroke single
Bore x Stroke	68.0 x 68.8mm	56.0 x 50.7mm	47.0 x 47.8mm
Compression Ratio	9.0-10.8:1	9.1-10.3:1	8.6:1
Carburetion	Mikuni TM38SS	Mikuni TM35SS	Mikuni VM26SS
Transmission	5-speed	6-speed	6-speed
Seat Height	39.3"	39.3"	33.6"
Wheelbase	58.9"	57.7"	49.5"
Ground Clearance	15.5"	15.6"	13.7"
Dry Weight	214 lbs.	193 lbs.	146 lbs.
Fuel Capacity	2 gal.	2 gal.	1.3 gal.
Front Suspension	Telescopic 12.2"	Telescopic 12.2"	Telescopic 10.8"
Rear Suspension	Monocross 12.8"	Monocross 12.8"	Monocross 11"
Front Brakes	245mm disc	245mm disc	220mm disc
Rear Brakes	220mm disc	220mm disc	190mm disc
Front Tires	80/100-21	80/100-21	70/100-17
Rear Tires	110/90-19	100/90-19	90/100-14
Colors	White/Purple	White/Purple	White/Purple

30 day limited warranty. Limited warranty does not apply to units for racing. Warranty terms are limited. See your Yamaha dealer for details. Specifications to change withour notice. ❑

See the 1993 Yamaha YZ's at these Participating Dealers

GARLAND
Forest Lane Yamaha
2905 Forest Lane
Garland, TX 75042
(214) 276-5026

WA BREMERTON
The Brothers
Honda, BMW, Yamaha, Ducati
5205 First Street
Bremerton, WA 98312
(206) 479-6943

KIRKLAND
Eastside Motorsports
11414 - 120th Ave. N.E.
Kirkland, WA 98033
(206) 821-8755

LYNNWOOD
Lynwood Yamaha Inc.
20420 Hwy 99 P.O. Box 9
Lynnwood, WA 98046
(206) 774-0505

WI MILWAUKEE
Panetti Yamaha
7020 N. 76 St.
Milwaukee, WI 53223
(414) 466-4612

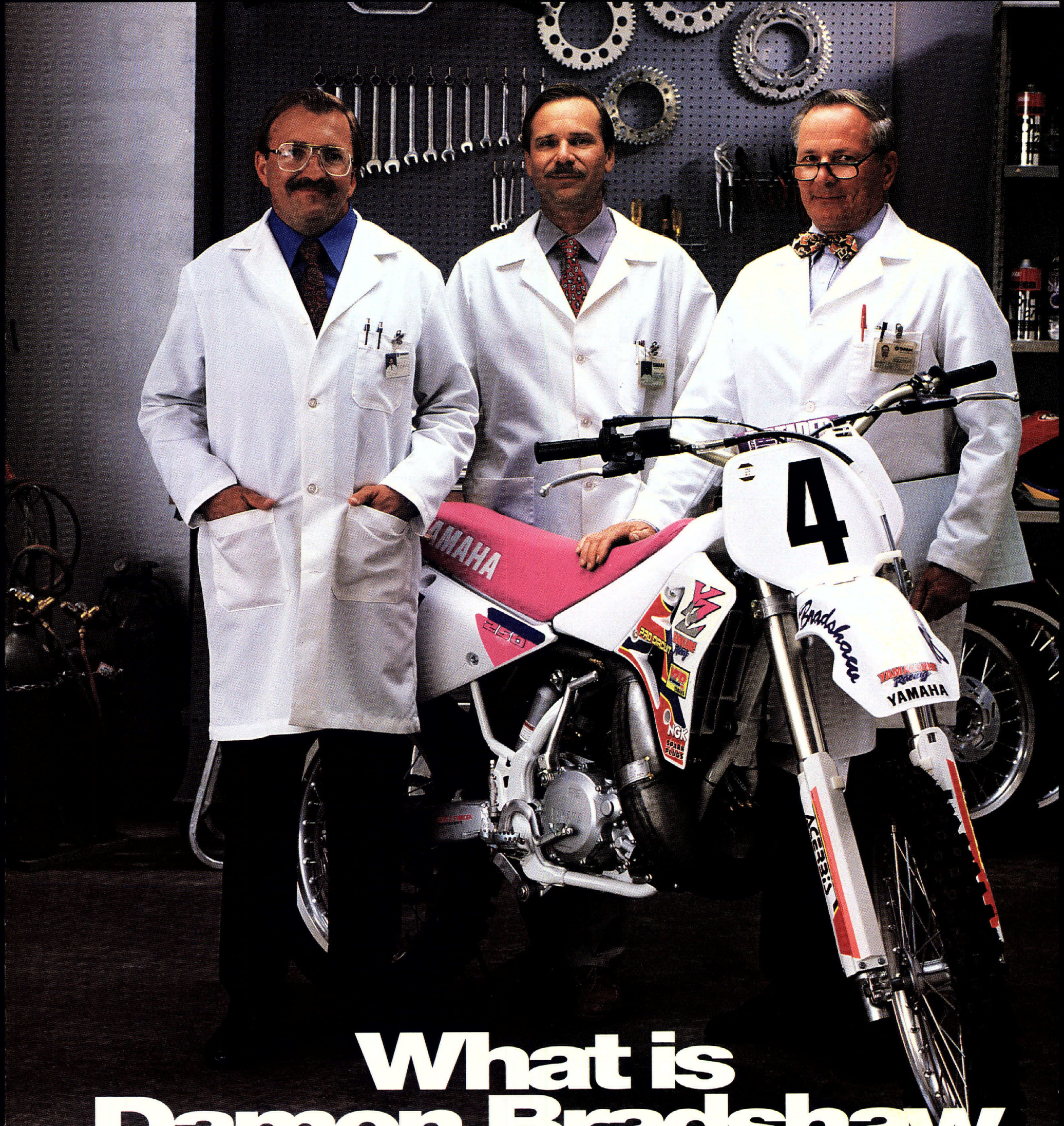
HOUSTON
House of Wheels
3511 Houston Ave.
Houston, TX 77009
(713) 869-9136

ENUMCLAW
Enumclaw Suz.-Kaw.-Yam.
408 Roosevelt
Enumclaw, WA 98022
(206) 825-4502

LONGVIEW
Longview Honda/Yamaha
1113 Vandercook Way
Longview, WA 98632
(206) 636-1220

TACOMA
Tacoma Yamaha
1222 S. Spracue
Tacoma, WA 98405
1 (800) 640-2196 or (206) 383-BIKE

YAMAHA



What is Damon Bradshaw to the YZ and its engineers?

YZ250

It's as close as you can get to Bradshaw's bike without getting stuffed.

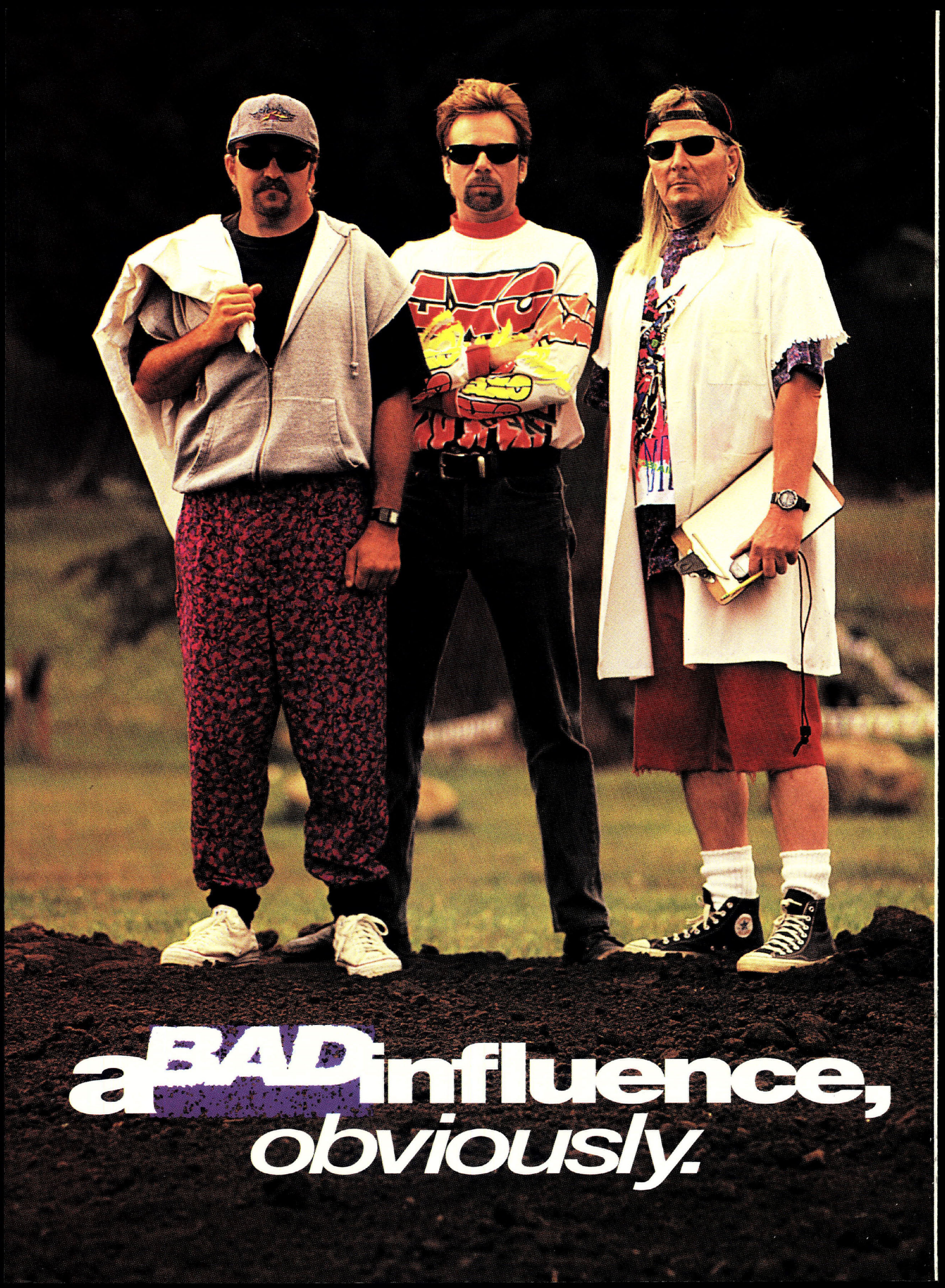
The goal: make the 250 run like Damon's bike. Fast. As in press-your-eyeballs-into-the-back-of-your-head fast. Thus, the Damon-induced changes:

A new, ultra-stiff frame for primo rigidity. Works-type valving and adjustable compression and rebounding at both ends for rock-steady stability.

A new, bigger air intake under the seat. And a rerouted exhaust to keep heat away from the air box so you run stronger longer.

New cylinder and head stoke the powerband. And deliver a Bradshaw-boosted throttle response that lets you wick it and flick it in a nanosecond. So, of course, that called for stronger stoppers and increased clutch capacity.

All of which adds up to one maxed-out box-stock YZ. The dream stuffs are made of.


a BAD influence,
obviously.

Damonized YZs.

Forget the tweaks and massages. The YZs of '93 have been downright Damonized. From, like, the ground up.

And you can blame it on Bradshaw. Because The Beast From The East exerted more influence than ever over these berm-blasters. And apparently over our engineers.

So, what you get is one kick-butt YZ. And a megaton of influence where it really counts. At the finish line.

YAMAHA

YZ80

The hormones have finally kicked in.

We're talking major hair-on-the-chest. So you may not recognize this mini anymore.

It's got a much bigger frame. And all-new suspension and linkage with aluminum upside-down forks like its big brothers.

The rerouted exhaust, under-the-seat air intake and front and rear disc brakes mirror the 250.

And the engine gets case reed induction plus a humongoid pipe. So the powerband's snaps, punches and revs are just this side of the space shuttle's.

If that's not enough, the 80's now part of our contingency program. Which means the bike Damon started on is now ready to create the next Bad Boy of Dirt.

Pity the competition.

INTRO*ducing* the FULL

YZ125

The 125 rips a 180.

The YZ125's too slow, out-dated and afraid to change. Yeah. And Bradshaw rides like your grandmother.

Fact is, for '93, the 125's done an about-face. And likely to be in your face if you race against it.

It flat hauls. With a new power valve and cylinder to widen out the pony zone. And a larger radiator to keep up with the extra punch.

Plus a beefed-up transmission to smooth out the powerband. So it barks on bottom, hits as hard as Holyfield in the middle, then revs out like a runaway train.

Now take the 250's new frame, rerouted exhaust, under-the-seat air intake, killer suspension, throttle action and brakes. And ditto on the 125.

And you've got one mondo metamorphosis.

it's payback time.

And we dish it out big-time. As in a posting of $4.9 million slathered across more races, places and classes than ever before – including the all-new YZ80. And that makes our '93 program the richest in racing.

So get to your Yamaha dealer. Get on a new YZ or WR. And get what's coming to you.

YAMAHA

'93 Yamaha Contingency Program boasts $4.9 million.

PRO MX CONTINGENCY

125cc and 250cc Pro classes eligible

AMA 250 Supercross Series

1st-$4,000; 2nd-$3,500; 3rd-$2,500; 4th-$2,000; 5th-$1,250; 6th-$1,000; 7th-$900; 8th-$850; 9th-$800; 10th-$750; 11th-$700; 12th-$650; 13th-$600; 14th-$550; 15th-$500; 16th-$450; 17th-$400; 18th-$350; 19th-$300; 20th-$200

AMA 125 Supercross Series
AMA 125 Nat'l. Champ. Series (per moto)
AMA 250 Nat'l. Champ. Series (per moto)

1st-$2,500; 2nd-$2,000; 3rd-$1,500; 4th-$1,250; 5th-$1,000; 6th-$800; 7th-$700; 8th-$650; 9th-$600; 10th-$550; 11th-$500; 12th-$450; 13th-$400; 14th-$350; 15th-$300; 16th-$250; 17th-$225; 18th-$200; 19th-$150; 20th-$100

AMA Winter Series
CMC Golden State Series
GFI Winter Series

1st-$1,500; 2nd-$1,000; 3rd-$800; 4th-$600; 5th-$500; 6th-$400; 7th-$350; 8th-$300; 9th-$250; 10th-$200

GNC Good Time National
GNC International Final
Mammoth Mountain MX
NMA Grand National Championship
NMA World Mini Grand Prix

1st-$1,000; 2nd-$750; 3rd-$500; 4th-$450; 5th-$400; 6th-$350; 7th-$300; 8th-$200; 9th-$150; 10th-$100

AMA Mega Series
CMC Midsummer Night Series
CMC Pac-West Series
CMC Spring Classic Series
CMC Trans-Cal Series
GFI Fall Series
GNC Texas Series
NESC Championship Series

1st-$450; 2nd-$300; 3rd-$200; 4th-$150; 5th-$100

AMA Florida Gold Cup Series
SRAC CO. State Champ. Series

1st-$250; 2nd-$200; 3rd-$150; 4th-$100; 5th-$50

Alaska State Championship Series

1st-$150; 2nd-$100; 3rd-$75; 4th-$50; 5th-$50

PRO & AMATEUR OFF-ROAD CONTINGENCY

All 125, 250 and 500cc Amateur, Vet, Senior, Super Senior and Women's class YZ or WR riders eligible. Specific class info available at dealer.

AMA Grand Nat'l. Cross Country Series, AA Class

1st-$450; 2nd-$300; 3rd-$200; 4th-$150; 5th-$100

AMA Grand Nat'l Cross Country Series
ECEA Enduro Series
FTR Hare Scrambles Series
Missouri Hare Scrambles Championship
NMA Off-Road Series
Rocky Mountain Enduro Circuit
SETRA Enduro Series
Texas Cross Country Series

1st-$250; 2nd-$200; 3rd-$150; 4th-$100; 5th-$50

AMA District 37 Best In The West Series
ECEA Enduro Series
FTR Hare Scrambles Series
Missouri Hare Scrambles Championship
NMA Off-Road Series
Rocky Mountain Enduro Circuit
SETRA Enduro Series
Texas Cross Country Series

1st-$200; 2nd-$150; 3rd-$100; 4th-$75; 5th-$50

AMA District 37 Best In The West Series
AMA Grand Nat'l. Cross Country Series
ECEA Enduro Series
FTR Hare Scrambles Series
Missouri Hare Scrambles Championship
NMA Off-Road Series
Rocky Mountain Enduro Circuit
SETRA Enduro Series
Texas Cross Country Series

1st-$150; 2nd-$100; 3rd-$75; 4th-$50; 5th-$25

AMATEUR MX CONTINGENCY

All 80, 125 and 250cc Amateur, Vet, Senior, Super Senior and Women's classes eligible. Specific class info available at dealer.

AMA Amateur Nationals, A Class

1st-$1,000; 2nd-$750; 3rd-$500; 4th-$450; 5th-$400; 6th-$350; 7th-$300; 8th-$200; 9th-$150; 10th-$100

AMA Amateur Nationals, C & B Class
AMA Winter Series, A Class
CMC Golden State Series, Intermediate
GFI Winter Series, Intermediate
GNC International Final, Intermediate
GNC Good Time National, Intermediate
Mammoth Mountain MX, Intermediate
NMA Grand Nat'l. Champ., Intermediate
NMA World Mini Gran Prix, Intermediate

1st-$450; 2nd-$300; 3rd-$200; 4th-$150; 5th-$100

AMA Winter Series, B Class
Carolina Spring Series, A Class
CMC Golden State Series, Junior
GFI Winter Series, Junior
GNC International Final, Junior
GNC Good Time National, Junior
Mammoth Mountain MX, Junior
MMDA Silverdome Series, A Class
NMA World Mini Gran Prix, Novice
NMA Grand Nat'l. Champ., Novice
Nuclear Series, A Class

1st-$350; 2nd-$250; 3rd-$175; 4th-$125; 5th-$75

AMA Dist., 5, 6, 11 & 14, A Class
AMA Winter Series, C Class
AMA Winter Olympics, A Class
CMC Golden State Series, Beginner
CMC Midsummer Night Series, Intermediate
CMC Pac-West Series, Intermediate
CMC Spring Classic Series, Intermediate
CMC Trans-Cal Series, Intermediate
GFI Fall Series, Intermediate
GFI Winter Series, Beginner
GNC Good Time National, Beginner
GNC International Final, Beginner
GNC Texas Series, Intermediate
MMDA Silverdome Series, B Class
NESC Champ. Series, Advanced
NMA Grand Nat'l. Champ., Beginner
NMA World Mini Gran Prix, Beginner

1st-$250; 2nd-$200; 3rd-$150; 4th-$100; 5th-$50

AMA Dist. 5, 6, 11 & 14, B Class
AMA Florida Gold Cup Series, B/A Classes
AMA Mega Series, B Class
AMA Winter Olympics, B Class
Carolina Spring Series, B Class
CMC Midsummer Night Series, Junior
CMC Pac-West Series, Junior
CMC Spring Classic Series, Junior
CMC Trans-Cal Series, Junior
GFI Fall Series, Junior
GNC Texas Series, Junior
MAMA Championship Series, B/A Classes
MMDA Silverdome Series, C Class
NESC Champ. Series, Junior
Nuclear Series, B Class
SRAC CO. State Champ. Series, Amateur

1st-$200; 2nd-$150; 3rd-$100; 4th-$75; 5th-$50

Alaska State Championship Series
AMA Dist. 5, 6, 11 & 14, C Class
AMA Florida Gold Cup Series, C Class
AMA Mega Series, C Class
AMA Winter Olympics, C Class
Carolina Spring Series, C Class
CMC Midsummer Night Series, Beginner
CMC Pac-West Series, Beginner
CMC Spring Classic Series, Beginner
CMC Trans-Cal Series, Beginner
GFI Fall Series, Beginner
GNC Texas Series, Beginner
MAMA Championship Series, C/B Classes
NESC Champ. Series, Beginner
Nuclear Series, C Class
SRAC CO. State Champ. Series, Novice

1st-$150; 2nd-$100; 3rd-$75; 4th-$50; 5th-$25

Program details subject to change. All 1991 model year and newer YZ/WR models are eligible. Riders must submit a completed 1993 Contingency form to be eligible. Where Contingency is posted for the top 5 places, there must be a minimum of 10 riders to qualify. In cases of multiple divisions of the same class, Yamaha will pay only one division as specified by the promoter. AMA Professional Supercross and National winners will be paid by check. All other winning riders will receive "YZ Bucks" Certificates, redeemable for parts and merchandise at any participating Yamaha dealer. Yamaha will pay Contingency upon confirmation from promoter that rider competed on a properly qualified motorcycle. See your local Yamaha dealer for more detailed Contingency information. Remember to "Tread Lightly" and respect the environment. 30-day limited warranty. Warranty terms are limited. Limited warranty does not apply for units being raced. See your Yamaha dealer for details. Information subject to change. Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding MSF rider course, please call 1-800-447-4700. Do not drink and drive. It is illegal and dangerous. Specifications subject to change without notice. *©1992 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)*

(Hon); 3. Brad Bonner (Suz); 4. David Lott (Kaw); 5. Shane Couch (Suz).
125 MOD NOV;1. Chris Samples (Suz); 2. Kirk Lee (Kaw); 3. Chris Smith (Yam); 4. Tommy Dickey (Yam); 5. David LaCombe (Hon).
125 STK INT: 1. Joey Pratt (Suz); 2. Allen Crick (Suz); 3. Michael Gage (Hon); 4. Brian Oestrick (Hon); 5. James Moore (Suz).
125 MOD INT: 1. Joey Pratt (Suz); 2. Freddie Mitchell (Suz); 3. Brian Rister (Hon); 4. Michael Gage (Hon); 5. Scotty Rice (Kaw).
125 SCHBY 0-16: 1. Brian Rister (Hon); 2. Keith Beaty (Kaw); 3. David Lott (Kaw); 4. John England (Kaw); 5. Ken Smith (Kaw).
125 PRO: 1. Shawn Mardis (Hon).
250 OPEN/BEG: 1. Shadd Bowers (Kaw); 2. Jimmy Broussard (Suz); 3. Glenn Addington (Kaw); 4. Alan Sloan (Yam); 5. Mike Brittain (Suz).
250 STK NOV: 1. John Lincoln (Kaw); 2. Russell Smith (Hon); 3. Jay Cox (Yam); 4. Casey Pinstor (Kaw); 5. Bill Harrington (Hon).
250 MOD NOV: 1. Bubba Robinson (Kaw); 2. Alan McGehee (Suz); 3. Monty Bland (Kaw); 4. Jay Cox (Kaw): 5. John Lincoln (Kaw).
500 OPEN NON-PRO: 1. Shane Edwards (Kaw); 2. Hank Hodes (Kaw); 3. Greg Franks (Yam); 4. Mark Bates (Kaw); 5. Mike Brittain (Suz).
250 STK INT: 1. Joey Pratt (Suz); 2. Chris Daubitz (Kaw); 3. Sprint Haynes (Yam); 4. Will Kasson (Yam); 5. Allen Crick (Suz).
250 MOD INT: 1. Joey Pratt (Suz); 2. Brian Rister (Hon); 3. Chris Daubitz (Kaw); 4. Chad Plumlee (Hon); 5. Mark McNeill (Yam).
+25 NOV: 1. Bubba Robinson (Kaw); 2. Alan Trammell (Hon); 3. John Lincoln (Kaw); 4. Thomas McLaughlin (Hon); 5. Tod Day (Yam).
+25 INT: 1. Kyle Parks (Yam); 2. Mark McNeill (Yam); 3. Scott Lorenz (Yam); 4. Russell Brown (Kaw); 5. Glen McNeill (Yam).
+25 MSTR: 1. Clay Hoenshell (Suz); 2. David Jones (Kaw); 3. Willie Phee (Hon); 4. Jimmy Booth (Hon); 5. Jerry Joiner (Yam).
+30 NOV: 1. Russell Smith (Hon); 2. Scott Isbell (Yam); 3. David Malugani (Kaw); 4. Steve McCombs (Yam); 5. Andy Thompson (Yam).
+30 INT: 1. Scott Lorenz (Yam); 2. Randy Kimbrell (Hon); 3. Tony Watkins (Hon); 4. Marty Painter (Kaw); 5. Hank Hodes (Kaw).
+30 MSTR: 1. Clay Hoenshell (Suz); 2. David Jones (Kaw); 3. Willie Phee (Hon); 4. Jerry Joiner (Yam).
+38: 1. Bill Kasson (Yam); 2. Darrell Bishop (Kaw); 3. Danny Moore (Suz).
+40: 1. Gary Beam (Hon); 2. Ken Martin (Kaw); 3. H.C. Treadway (Suz); 4. David Holm (Yam).
+45: 1. Darrell Bishop (Kaw); 2. Bill Kasson (Yam); 3. Gary Anderson (Kaw); 4. Danny Moore (Suz); 5. Joe Milian (Yam).

Scott scorches Carlsbad MX

By Dave Burgess

CARLSBAD, CA, NOV. 7
Kawasaki-mounted Gary Scott returned to racing in grand fashion with a come-from-behind victory in moto two of the Old Timer Intermediate class at the Racing Enterprises-promoted Saturday motocross at Carlsbad Raceway.

A little over a year ago, doctors told Scott that he might never walk again. Well, five steel rods in his body, and a year later, Scott is back with a vengeance.

Scott grabbed the holeshot at the start of the first moto with David Cox and Len Verner in tow. Cox hounded Scott for the first couple of laps, waiting for a mistake. His break came on lap three, when Scott bobbled coming over a tricky double jump into a table top. Cox motored past and looked smooth and in command. Scott didn't let Cox slip away, though, and kept him in sight for the rest of the moto. Verner held a solid third, with Bill Malone forcing his way into fourth.

Scott came out hard for moto two and grabbed the early lead. Cox was a close second and Verner was once again in third. Despite the roughness of the track, Scott held it on to the wire with lap times that were consistent with those of the Old Timer Experts. Scott took the win ahead of Cox, Verner and Malone.

"I've got more metal in my body than on my bike," said a sore, but happy Scott.

In Old Timer Junior racing action, Frank Hamlett took a pair of hard-fought victories home for the overall win. Bob Koller's clutch hand proved to be the fastest as he blasted a big holeshot at the start of the first moto. Hamlett was running second, with Dennis Rosenberg holding third. Koller ran strong out front and appeared to have the moto sewn up, but began to tire and Hamlett was right there to pounce. Hamlett zapped Koller for the lead, but Koller struck right back. Hamlett proved to be the stronger of the two though, as he emerged with the lead out of the sandwash. Rosenberg was never close enough to challenge for second, and came home a lonely third.

Koller's starting prowess once again proved lethal as he rolled through the first turn all alone. Hamlett was again in second, with Rosenberg third. The Carlsbad circuit has a way of weeding out the riders that don't train, and it began to take its toll on Koller. Hamlett jammed past for the lead, and then Rosenberg nipped Koller at the finish for second. Hamlett took the overall win, followed by Rosenberg, and Koller.

In Old Timer Expert racing action, Craig Briehan proved to be the dominant force of the day, and took a pair of firsts to the trophy stand.

Results

80 BEG: 1. Michael Crawford (Hon); 2. David Crawford (Kaw); 3. Ryan Mauhili (Kaw).
80 JR: 1. Manny Arias (Yam).
125 BEG: 1. Chris Matthew (Suz); 2. Brian Sadler (Kaw); 3.Matt Smith (Kaw); 4. Becky Kukla (Kaw); 5. Stewert Fiehler (Hon).
125 JR: 1. Jim Henn (Suz); 2. Pierre Oxelmark (Suz); 3. Joshua Amaradio (Yam); 4. David Loftin (Suz); 5. Drue Holdeman (Suz).
125 INT: 1. Luke Arcidiacomo (Hon); 2. Christopher Barrier (Hon); 3. Ty Kady (Kaw).
125 PRO: 1. Duane Benner (Suz).
250 BEG: 1. Ken Mallow (Kaw); 2. D.J. Cox (Yam); 3. Robert Bartlett (Yam); 4. Walter Crawford (Kaw); 5. Mark Phares (Kaw).
250 JR: 1. Blaine Towe (Yam); 2. Joe Romp (Hon); 3. Jonathan Knight (Kaw); 4. Bret Thomas (Yam); 5. Price St. Claire (Hon).
250 INT: 1. Ulf Johonsson (Yam); 2. Lars-Erik Carsson (Yam); 3. Rod Hunt (Kaw).
250 PRO: 1. Tony Amaradio (Kaw); 2. Roma Dominguez (Hon); 3. David Demagos (Hon).
500 BEG: 1. Pat Stidman (ATK).
500 JR: 1. Fred Thiel (Yam); 2. Dan Campbell (Hon); 3. John Tookey (Hon).
500 INT: 1. Robert Failing (Hon); 2. Dave Burgess (KTM).
25-29 BEG: 1. Jeff Kent (Kaw).
25-29 EX: 1. Tod McKay (Hon).
VET BEG: 1. Dan Smith (Hon); 2. Troy Peters (Yam); 3. Rick Chapman (Kaw); 4. Max Galiger (Kaw); 5. Gary Cox (Yam).
VET JR: 1. Rick Lundgren (Yam); 2. T.L. Brinegar (Hon);3 . Pete McCormick (Kaw); 4. Tom Howell (Yam); 5. Jeff Van Kamp (Yam).
VET EX: 1. Robert Failing (Hon); 2. Michael Landegent (Hon).
VET PRO: 1. Tod Hunt (Kaw); 2. Rob Wilshire (ATK).
BOMBER: 1. Robert Failing (Hon).
OT JR: 1. Frank Hamlett (Hon); 2. Dennis Rosenberg (Hon); 3. Bob Koller (Hon).
OT INT: 1. Gary Scott (Kaw); 2. David Cox (Kaw); 3. Len Verner (Hon); 4. Bill Malone (Hon).
OT-EX: 1. Craig Brerhan (Hon); 2. John Knight (Kaw); 3. Tim Dailey (Hon); 4. Bength Johansson (Yam); 5. Lars Larsson (Yam).

Texter terrific at Timonium ST

By Len Breech

TIMONIUM, MD, NOV. 7
Lancaster Harley-Davidson-sponsored Randy Texter took his first win ever in the Pro class at the Baltimore County Trail Riders/ Cockeysville Optimist Club Indoor Short Track Series at the Timonium Fairgrounds.

Texter almost didn't make the green flag, as his Harley two-stroke refused to start just before the final, and didn't clear up until his warm-up lap. Once clear, Texter jumped into the lead over Steve Burkholder, Rodney Farris and Kevin Varnes. Farris nudges his way into second place on the fifth lap, with Burkholder returning the favor as they started to bump each other back in the standings. Varnes moved into second and stayed there, several lengths behind Texter.

For the second-straight week, the 360cc final was a wild one. David Bull jumped out in front and started to pull away from a tightly-bunched pack. Fighting over second were Harold Brossman, Jim Lynch, Paul Shoemaker and Rich Rowe.

Holding a 10-yard lead with five laps left, Bull bobbled and let the pack catch up to him as he entered the third turn. Before he could regain his momentum, Bull had dropped to third, with Lynch emerging with the lead as they tried to go three abreast into a turn. Shoemaker battled for the lead before falling with three laps left, and Lynch scored the win.

Defending 250cc champ Taylor White looked like he was going to win the 250cc class. He took the lead after the second-turn traffic jam, with Tom Majeski second and Mike Mester and Danny Reichert behind. As they started the third lap, Majeski shot into the lead and pulled away.

Roy Miller jumped into the lead at the start of the 125cc race and easily held on for the win. Jim Blair kept second place, while Brett Friedel, Steve Cromwell and Ken Coolbeth battled for third. Coolbeth started moving at the halfway point, slipping under Cromwell on the 10th lap and getting under a rusty Friedel for third as they entered the final turn of the race.

Mike McKee put his Hannaum H-D-sponsored Honda in the lead at the start of the 80cc final, with Tom Skethway, Brody Miller, Will Russell and Donald Mullen following. Skethway made several mistakes dropping to last. With his main competitor out, McKee pulled away to an easy win.

Results

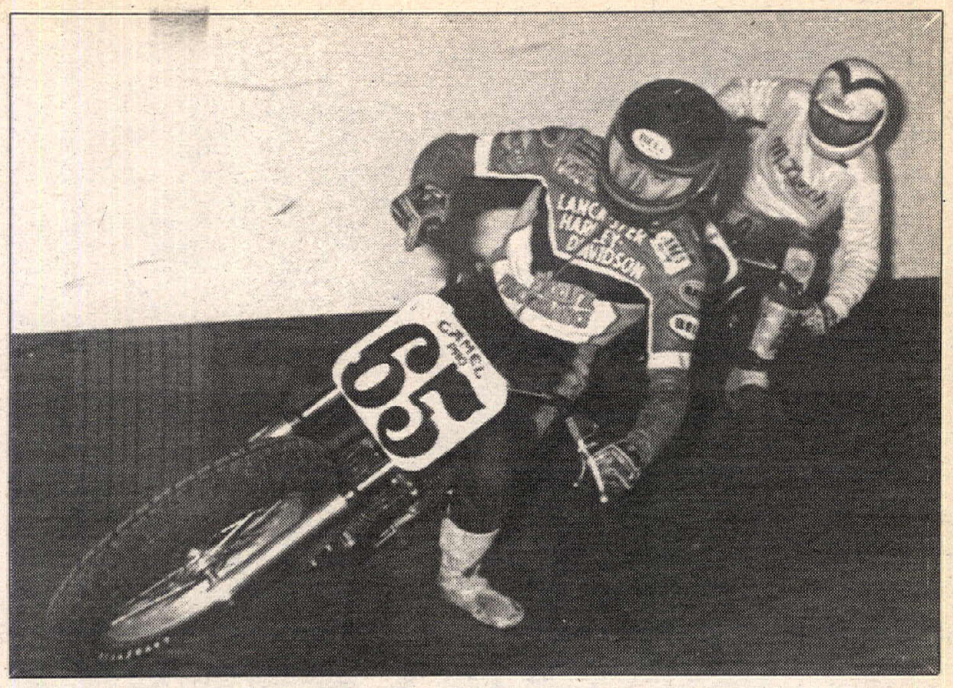
50: 1. Cory Hormes (M-M); 2. Jake Johnson (Hon); 3. William Sody (Yam); 4. Cody Wenger (Itj); 5. Dan Guiseppe (Yam).
80: 1. Mike McKee (Hon); 2. Broady Miller (KTM); 3. Donald Mullen (Yam); 4. Will Russell (Kaw); 5. Ben Miller (Yam).
125: 1. Roy Miller (Cag); 2. Jim Blair (Hon); 3. Ken Coolbeth (Hon); 4. Brett Friedel (Suz); 5. Steve Cromwell (Hon).
250: 1. Tom Majeski (Mai); 2. Taylor White (Hon); 3. Mike Mester (Yam); 4. Danny Reichert (Bul); 5. Larry Bertholdt (Yam).
360: 1. Jim Lynch (Yam); 2. Rich Rowe (Yam); 3. David Bull (Yam); 4. Harold Brossman (Bul); 5. Mark Myers (Yam).
250 PRO: 1. Randy Texter (H-D); 2. Kevin Varnes (Yam); 3. Bob Sweeten (Kaw); 4. Robert Miller (Yam); 5. Steve Burkholder (H-D).

Bissell, Murray best at Broome-Tioga MX

By T. Seller

BINGHAMTON, NY, OCT. 18
Mini motocrossers felt the sting of double-moto winners Mike Bissell and Justin Murray at the District 3 Broome-Tioga MX Track.

Bissell put Andrew Excell away on the first lap of the Senior Mini class first moto, and roosted to an easy win. Tommy Lake had a poor start, back in fifth. He moved up steadily each lap and nipped Bob Gregg on the final circuit.



Randy Texter (65) scored his first-ever win at the Timonium Fairgrounds Indoor Short Track in the 250cc Pro class. Rodney Farris (behind) slipped to seventh place.

Bissell rode as well in the second moto leading wire to wire. This time Gregg held off Lake, but Lake earned second overall.

The 50cc Youth class was again dominated by Murray. Holeshots are his speciality, and he proved that by grabbing the early lead in both motos. Mitch Dougherty and Ted Baker were second and third each moto, behind the flawless Murray.

The Junior Mini class was captured by Jason Fox, who rode to a pair of second-place finishes. Mike Dougherty suffered a fifth-place finish in the second moto after a moto one victory. Gerald Suits won the second moto after placing fourth in moto one, earning second overall.

Results

SR NOV: 1. Howard Baker; 2. Robert Seymour; 3. Brian Tierno; 4. Alan Chaffee; 5. Bob Kirkandall.
SR AM: 1. Joe Brillo; 2. Mike Meleski; 3. Dave Krager; 4. Darrel Hurlbut; 5. Roger Gridley.
SR EX: 1. Mike Murray; 2. Todd Kishpaugh.
S/SR: 1. Dennis Mulcahy; 2. T. Seller; 3. Tom Christiano.
125 EX: 1. Chris Coleman; 2. Mike Corning; 3. Andy Rushford; 4. Dan Swatling.
250 AM: 1. Jeff Frutchey; 2. Ted Baker; 3. Shane Lipe; 4. Chad Coates; 5. John Nelson.
OPEN AM: 1. Jim Allen; 2. Tony Kopko; 3. Jeff Crozier; 4. Roger Gridley; 5. Jason McMahon.
VINT: 1. Kevin Amo; 2. Mike Meleski; 3. Brian Dean; 4. Russ Cornell; 5. David McCall.
JR MINI: 1. Jason Fox; 2. Gerald Suits; 3. Justin Murray; 4. Mike Doughtery Jr.; 5. John Berthiaume.
SR MINI: 1. Mike Bissell Jr.; 2. Tommy Lake; 3. Robert Gregg; 4. Joe Hargett; 5. Andrew Excell.
SR MINI NOV: 1. Bill Komanecky; 2. Jon Clingerman; 3. Zach Desormeau; 4. Joey Fama; 5. Charlie Zinger.
COLBY EX: 1. Todd Borelli; 2. Anthony Pavia; 3. Rob Mann; 4. Kevin Tyler; 5. Dan Wanat.
COLBY AM: 1. Jim Allen; 2. Jeff Frutchey; 3. Ted Robinson; 4. Darryl Smith; 5. Jason Baran.
OPEN NOV: 1. Dave Turner; 2. Jim Champion; 3. Kevin Green; 4. Dennis Mulcahy; 5. Jason Belbusti.
250 EX: 1. Chris Coleman; 2. Rob Nessel; 3. Matt Delorenzo; 4. Dan Swatling; 5. Rob Mann.
SCHBY: 1. Scott Rockwell; 2. Mike Frisch; 3. Jeff Lanieu; 4. Jaff McMahon; 5. Mike Ching.
+25 EX: 1. Todd Kishpaugh; 2. Ken Titus.
+25 AM: 1. Ted Baker; 2. Joe Brillo; 3. Brett Corkins; 4. Rick Howe; 5. Bob Lorini.
50 YTH: 1. Justin Murray; 2. Mitch Doughtery; 3. Ted Baker; 4. Wayne Jennings; 5. Dennis Gelatt.
200 NOV: 1. Chris Belles; 2. Jeff Lanieu; 3. Chris Foltyn; 4. Rich Sanderson; 5. Pete Aceto.
OPEN EX: 1. Mike Doughtery; 2. Matt Delorenzo; 3. Mike Murray; 4. Don Wanat; 5. Anthony Whaley.
125 AM: 1. Brett Blewett; 2. Scott Rockwell; 3. Darryl Smith; 4. Rob Cunningham; 5. Todd Bowren.

Patton pounds Mosier Valley MX

By B. Torrance and D. Bridges

EULESS, TX, OCT. 18
Daniel Patton used a consistent 2-2 moto tally to score the overall win in the 60cc class at the third round of the Top Texan Series at Mosier Valley MX.

Patton has been dominating his class in the series so far, and he did not disappoint the spectators when he holeshot the first moto and led the class of 19 riders through the first lap, followed closely by newcomer Taylor Spurlin. After the riders disappeared into the wooded section of the track halfway through lap two, Spurlin was first to reappear. Patton had crashed, losing the lead position. Patton tried to reel in Spurlin, but to no avail. The checkered flag fell with only five bike lengths separating the two.

Moto two was full of surprises when Spurlin captured the holeshot, which is usually reserved for Patton. Colby Dodson was on Spurlin's rear tire through the first turn and down into the woods. Patton, who was running in third place, resurfaced out of the wooded section in second behind Spurlin, with Cody Robison and Barry Otts following close behind. Dodson had crashed in the bowl turn, falling back to 14th position. Spurlin lost his lead when Patton made contact with both riders going down. Robison took over the lead as Patton and Spurlin remounted.

Patton was the first man up, and started the chase after Robison. Dodson was working his way through the pack, desperately trying to regain a top position. Robison was still in front at the white flag, and led to the checkers. Patton was reeling Robison in inch by inch as the last lap came to a close, but finished second. Dodson started the last lap in ninth place, but claimed fifth at the finish line. Patton's consistency earned him the overall win.

One of the most exciting events was the 125cc Intermediate race. Mike Boliver, Chris Safrit, T.J. Patel, Jeremy Muelman and Cody Wilks lined the gate along with the Over 25 and 125cc Expert classes. Muelman dominated his class in moto one, and Patel placed second.

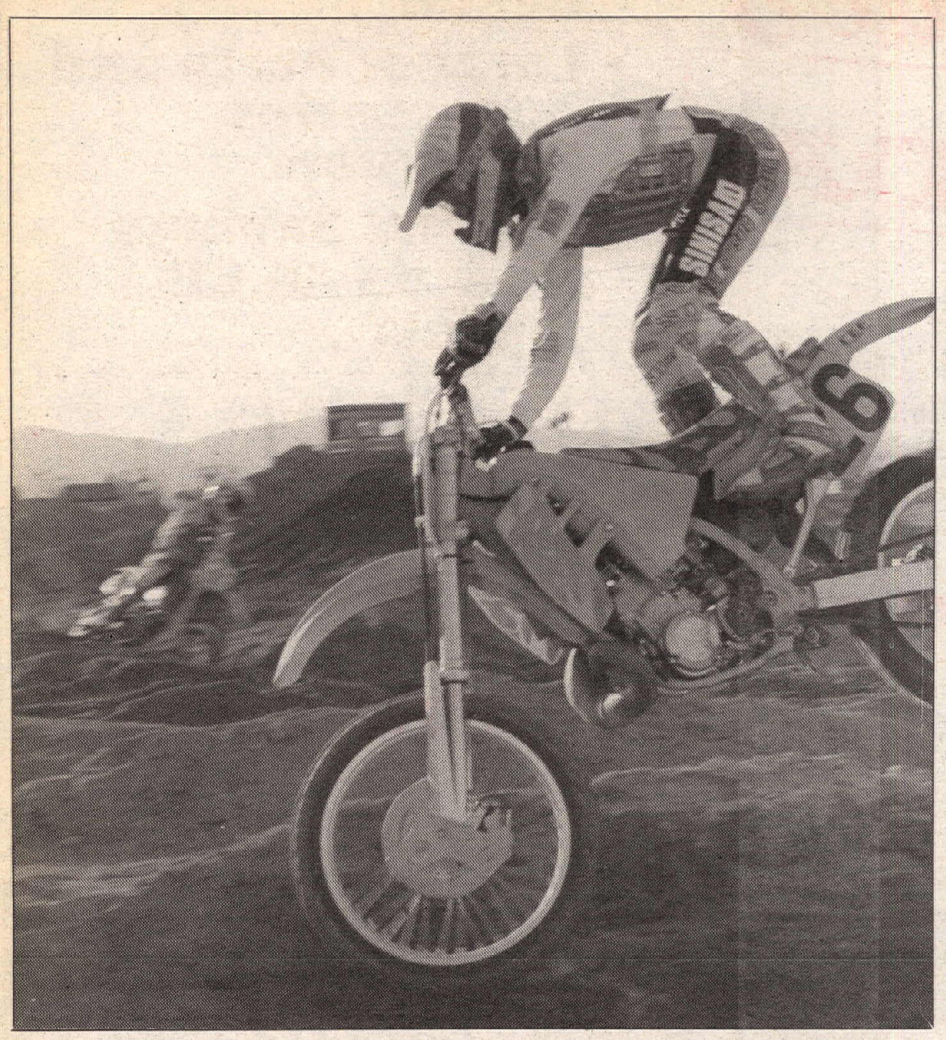
Muelman once again claimed the holeshot in moto two, as a battle ensued for second place. Boliver was leading Patel until the final lap, when Patel tumbled and dropped back. Safrit kicked in his afterburners and began to reel in Boliver, passing him as they flew over Mosier Mountain. Safrit's stay in the second-place spot was short-lived as Boliver took his position back from Safrit in a turn. Safrit dogged Boliver's every move for the remainder of the race. The checkered flag came out for Muelman, but it was a photo finish for Boliver and Safrit, with Boliver claiming second by a hair.

In moto one of the Mini Mini class, Joshua Bridges captured the holeshot and led Dusty Fountain on a merry chase. Fountain was in good form, but was unable to catch the flawless Bridges. In lap three Fountain fell in the first turn, which allowed Beau Boynton to take over second. It took just a few seconds for Fountain to get his momentum back and challenge Boynton, taking back second place in the last lap. Bridges rode unchallenged to the win.

The moto two holeshot went to Mark Thompson. Thompson held his lead until the back section of woods, when Bridges passed him for the lead. Fountain dropped out of the moto, while Boynton passed Thompson by the close of the first lap and rode on to the checkers behind Bridges. Bridges' 1-1 tally was good for first overall.

Results

50: 1. Logan Williams (Yam); 2. Melissa Franks (Yam); 3. Chase Reed (Yam); 4. Broc Booth (Yam); 5. Billy Goodwin (Yam).
60: 1. Joshua Bridges (Kaw); 2. Beau Boynton (Kaw); 3. Mark Thompson (Kaw); 4. Logan Williams (Kaw); 5. Michael Pray (Kaw).
80 BEG: 1. Daniel Patton (Kaw); 2. Cody Robison (Yam); 3. Barry Otts (Yam); 4. Colby Dodson (Kaw); 5. Taylor Spurlin (Kaw).
80 JR 7-11: 1. Beau Boynton (Suz); 2. Dusty Fountain (Kaw); 3. Mark Thompson (Suz); 4. Rob Keith (Kaw); 5. Michael Pray (Kaw).
80 SR 12-13: 1. Charley Bogard (Suz); 2. Jacob Martin (Suz); 3. Billy Slaughter (Kaw); 4. Michael Medford (Kaw).
80 SR 14-15: 1. William Hitchcock (Suz); 2. Jason Eckhoff (Kaw); 3. Chris Torrance (Kaw); 4. Jay Grimm (Suz).
80 OPEN: 1. Charley Bogard (Suz); 2. Jacob Martin (Suz); 3. William Hitchcock (Suz); 4. Chris Torrance (Kaw); 5. Jason Eckhoff (Kaw).
125 BEG: 1. Nathan Smith (Yam); 2. Casey Pinkston (Kaw); 3. Johnny Davidson (Yam); 4. Cody Baker (Kaw); 5. Danny Childres (Kaw).
125 NOV: 1. Mike Batalle (Hon); 2. Tommy Dickey (Yam); 3. Jason Cook (Kaw); 4. Chris Samples (Kaw); 5. Matt Jordan (Hon).
125 INT: 1. Jeremy Muelman (Kaw); 2. Mike Boliver (Kaw); 3. Cody Wilks (Kaw); 4. T.J. Patel (Hon); 5. Chris Safrit (Suz).
125 OPEN : 1. Jeremy Muelman (Kaw); 2. Mike Battalle (Hon); 3. Keith Beaty (Kaw); 4. John England (Kaw); 5. Danny Childres (Kaw).
125 EX: 1. Clint Latham (Kaw).
250 OPEN/BEG: 1. Tim Morris (Hon); 2. Shadd Bowers



Lex Malan survived this close call to win the 250cc Intermediate class at LACR.

(Kaw); 3. Chris Powell (Yam); 4. Kenny Bernard (Hon); 5. Thomas Lupe (Kaw).

250 NOV: 1. Joe Walker (Yam); 2. Bryan Cook (Kaw); 3. Jeff Case (Hon); 4. Tommy Dickey (Yam); 5. John Lincoln (Kaw).

250 INT: 1. Chris Safrit (Suz); 2. T.J. Patel (Hon); 3. Spring Haynes (Yam); 4. Mike Boliver (Kaw); 5. Mark McNeill (Yam).

250 OPEN: 1. Cody Wilks (Kaw); 2. Chris Berry (Suz).

OPEN 500: 1. Craig Mayhan (Hon); 2. Shane Edwards (Kaw); 3. Paul Bishop (Hon); 4. Hank Hodes (Kaw); 5. Johnny Adams (Hon).

+25 NOV: 1. Thomas McLaughlin (Hon); 2. John Lincoln (Kaw); 3. Tommy Dickey (Yam); 4. Les Briscoe (Yam); 5. Billy Harrison (Hon).

+25 INT: 1. Mark McNeill (Yam); 2: Scott Lorenz (Yam); 3.Glen Walker (Yam); 4. Cary Watson (Yam); 5. Hank Hodes (Kaw).

+25 EX: 1. David Jones (Kaw); 2. Willie Phee (Hon); 3. Joey Hardin (Kaw); 4. Jimmy Booth Sr. (Hon); 5. Glen Boyett (Hon).

+30 NOV: 1. William Kenas (Kaw); 2. Billy Harrison (Hon); 3. Rocky Miller (Hon); 4. David Molugani (Kaw); 5. David DePrato (Yam).

+30 INT: 1. Scott Lorenz (Yam); 2. Cary Watson (Yam); 3. Randy Kimbrell (Hon); 4. Hank Hodes (Kaw); 5. Jerry Hill Sr. (Suz).

+30 EX: 1. David Jones (Kaw); 2. Willie Phee (Hon); 3. Joey Hardin (Kaw); 4. Glen Boyett (Hon).

+38: 1. Jerry Hill Sr. (Suz); 2. Rocky Miller (Hon); 3. Jeff Haney (Hon); 4. Mel Eddy (Kaw); 5. Bill Kasson (Yam).

+45: 1. Darrell Bishop (Kaw); 2. Dwight Leatherwood (Hon); 3. Bill Kasson (Yam); 4. Joe Millan (Yam).

Pocorobba pounds Dade City MX

By Kyle Myers

DADE CITY, FL, OCT. 31

Anthony Pocorobba was the big winner at the 19th round of the Dade City Points Series at Dade City Raceway, notching the Schoolboy class and Pumpkin Race wins.

The double-points event drew 175 riders, and all track workers showed their Halloween spirit by wearing costumes.

When the gate dropped for the first Schoolboy moto, Pocorobba rocketed into the lead with Ricky Carmichael, August Lausberg, Kyle Kopachik and Scott Lamb following. Lamb passed Kopachik and Lausberg in the rocker section, as Pocorobba and Carmichael battled for the lead. Carmichael tried to stay close on his KX80, but Pocorobba opened up a two-second lead.

Lausberg fell, moving Kopachik and Sean Benzel past. On the last lap Benzel flew by Kopachik, while Pocorobba took the moto victory over Carmichael and Lamb.

Pocorobba led the field into the sweeper in moto two, but Carmichael dove undernetah to take the lead. Pocorobba hounded Carmichael for three laps until finally getting by in a turn. AXO/Renthal/Cam2/Torco/No-Limit/Barr's Comp./Honda West-sponsored Pocorobba held on for a narrow win over Carmichael and Lamb.

Pocorobba returned later and won the Great Pumpkin Race with teammate John Fesler in the Open division. Two-man teams rode two laps while carrying a huge pumpkin. The driver held the pumpkin between his legs, while the passenger reached around and held the pumpkin steady. Rider and passenger switched positions between laps. The first team across the line without a broken pumpkin won the race and a free turkey.

Pocorobba was the driver on the first lap, as Fesler ran and fought for the smallest pumpkin (the biggest one weighed 138 pounds). Pocorobba and Fesler led from start to finish to score the easy win.

Results

+25: 1. Wes Shallow (Hon); 2. J.D. Stockton (Hon); 3. Lenny Lewis (Hon); 4. Matt Kretschner (Hon); 5. Jimbo Hayes (Hon).

+30: 1. Wes Shallow (Hon); 2. Ron Hellmann (Yam); 3. J.D. Stockton (Hon); 4. A.J. Saulo (Kaw); 5. Matt Kretschner (Kaw).

+40: 1. Rob Preston (Hon); 2. Ted Dorman (Kaw).

OPEN NOV: 1. Mike Amedeo (Kaw); 2. Joe Geraman (Hon).

12-15: 1. Anthony Pocorobba (Hon); 2. Ricky Carmichael (Kaw); 3. Scott Lamb (Hon); 4. Sean Benzel (Suz); 5. Kyle Kopachnik (Hon).

MINI C: 1. Robert Holstine (Kaw); 2. Justin Bryant (Yam); 3. Jason Freeman (Yam); 4. Ray Hansen (Kaw); 5. Peter Smith (Kaw).

MINI B: 1. August Lausberg (Kaw); 2. J.B. Ballard (Suz); 3. Billy Wood (Kaw); 4. Darren McElhattan (Hon); 5. Dave Polege (Kaw).

MINI A: 1. Ricky Carmichael (Kaw).

OPEN MONEY: 1. Vince DeVane (Suz); 2. Kenny Yoho (Suz); 3. Gene Pearson (Yam); 4. Ricky Hampshire (Suz); 5. Mike Amedeo (Kaw).

OPEN AM: 1. Vince DeVane (Suz); 2. Kenny Yoho (Suz); 3. Ricky Hampshire (Suz); 4. Bill Tribby (Suz); 5. Robert Proulx (Suz).

P/W: 1. James Stewert (Yam); 2. Chaz Northey (Yam); 3. Jason Bennett (Yam); 4. Clayton Martin (Yam); 5. Jason Wood (Yam).

65: 1. Tyson Hadsell (Kaw); 2. J.B. Ballard (Kaw); 3. Aaron Perkins (Kaw); 4. Vic Stodola (Kaw); 5. Chaz Northey (Kaw).

80 BEG: 1. Tim Hanson (Kaw); 2. Steve Servis (Kaw); 3. David Doyle (Kaw); 4. Jon Delucia (Hon); 5. Darren Fortin (Suz).

125 BEG: 1. Dale Pelletier (Suz); 2. Matt Tucker (Hon); 3. Gary Chisholm (Yam); 4. Greg Westbrook (Suz); 5. Ashley Walton (Suz).

125 C: 1. Jerry Knowles (Suz); 2. Kyle Kopachnik (Hon); 3. Kevin Nance (Hon); 4. Shawn Hallett (Hon); 5. Dale Sowder (Hon).

125 B: 1. Jason Metz (Suz); 2. John Fesler (Suz); 3. Shawn Willis (Suz); 4. Kyle Myers (Hon); 5. Scott Lamb (Hon).

125 B+: 1. Kenny Yoho (Suz); 2. James Scarborough (Hon); 3. Ricky Hampshire.

250 BEG: 1. Rich Eggers (Kaw); 2. Eddie Steinmetz (Kaw); 3. Mike Sidwell (Yam); 4. John Holmes (Yam); 5. Brandon Brinkman (Hon).

250 C: 1. Bill Tribby (Suz); 2. Jay Holzhueter (Hon); 3. Shannon Collier (Kaw); 4. Dale Sowder (Hon); 5. Brian Susko (Yam).

250 B: 1. Kenny Yoho (Suz); 2. Ricky Hampshire (Suz).

Chandler choice at San Jose Enduro-thon

By Bill Spencer

SAN JOSE, CA, NOV. 1

Enduro-thon madness at San Jose Speedway began its eight-race series with GP road racing start Doug Chandler winning the race two 250cc battle. The newly-hired Cagiva pilot completed 37 Ironman laps, a feat matched only by the team of Jeff Eklund and Bret Landes.

Ricky Alves was third overall and second Ironman on his new Cycle Salvage YYZ, with the DeMario brothers in fourth overall on their finely-prepared XR250. Motocrosser Joe Bruce seemed to have the field covered, but he ran out of fuel on the backside of the nearly two-mile track, and lost over a lap while refueling, finishing fifth overall and third in the Ironman class.

Sprint car racer Rod Spencer battled for the overall honors in the lightly-attended Open class, beating John Tavis in a battle of pit stops. Tavis had the lead, but over a minute in the pits cost him the win. Jeff Johnson was third.

The first race of the day combined little machines on a very slick track. Paul Bergstrom and his father Al were the winners, but it was a close race with 13-year-old Shaun Russell, who rode solo on his KX80 for second. Russell took the lead just past the halfway point on the two-hour race and stopped to pit. His dad serviced the bike while he had a drink and a short break and he remounted in fourth and worked his way forward.

Bergstrom got back on his KX125 to work to the front of the pack for the last five laps, passing Stephen Mannina for the lead.

A limited class for XR100s, women and vintage bikes ran for 45 minutes. Spencer teamed with fellow sprint car racer Randy Hannagan for the win over Craig Rogers and Nick Nazzisi. Cynthia Sbragia was tops in the Women's division, finishing just behind Ray Weber's vintage Honda.

Results

RACE 1: 1. Bergstrom/Bergstrom (Kaw); 2. Shaun Russell (Kaw); 3. Stephen Mannina (Suz); 4. Dave Filippi (Suz); 5. Miller/Kinney (Kaw).

LTD: 1. Hannagan/Spencer (Hon); 2. Rogers/Nazzisi (Hon); 3. Leonard Munoz (Hon).

RACE 2: 1. Doug Chandler (Suz); 2. Landes/Eklund (Kaw); 3. Rick Alves (Yam); 4. DeMario/DeMario (Hon); 5. Joe Bruce (Suz).

RACE 3: 1. Rod Spencer (Yam); 2. John Tavis (Hon); 3. Jeff Johnson (Hon); 4. Jerry Brandt (Yam); 5. Andy Norrish (Hon).

McLeod scores LACR MX win

By Scott Hoffman

PALMDALE, CA, NOV. 1

Brad McLeod scored back-to-back moto victories to capture the Vet Expert win during the opening round of California Racing Club's annual Sponsorship Series at Los Angeles County Raceway.

Moto one saw Richard Bunch set the early pace with Ken Neitzel and Jim Sendelbach trailing close behind. McLeod got off to a slow start and found himself nearly in last place after the first lap. Neitzel held on to the second spot until Sendelbach squeezed by to grab the position. Neitzel started to fade as hard-charging McLeod began to mount his assault on the leaders. McLeod flew past Neitzel and then made his move on Sendelbach.

With three laps remaining, McLeod had his sights set on Bunch; he slowly reeled the leader in, lap by lap. The race for the lead came down to the wire. McLeod was knocking at the back door of Bunch and finally broke through by jumping past on the last lap. At the finish it was McLeod with the win, and Bunch in second.

Bunch pulled the holeshot in moto two, but this time McLeod did not waste time, as he quickly grabbed the lead and never looked back. McLeod stretched out a commanding lead and easily pulled away from the pack.

With McLeod out in front, the race was on for the second spot. On lap two Bunch started to slow, and Sendelbach seized the moment to take second position. On the next lap Bunch had to pull off due to mechanical problems.

By the halfway point, the riders started to spread out and hold their positions. McLeod captured the win with Sendelbach and Neitzel trailing behind.

Jim Collier took an early lead in the series by winning both motos in the 125cc Beginner class. Collier led both motos from start to finish.

Results

P/W A: 1. Jerry Martinez (CEF); 2. J.J Hall (Yam).

P/W B-1: 1. Sean Collier (Yam); 2. Blake Mitchell (Yam); 3. Chris Nihan (Yam); 4. Kyle Barden (Yam); 5. Ricky West (Yam).

P/W B-2: 1. Anthoney Barbacovi (Yam); 2. Brandon Beckman (Yam); 3. Tommy Cochran (Yam); 4. Mathew Clark (Yam); 5. Bradley Howe (Yam).

P/W MOD: 1. Sean Collier (Yam); 2. Chris Nihan (Yam); 3. Jerry Martinez (Yam); 4. James Thompson (Yam).

60 0-8: 1. Shane Bess (Kaw); 2. Scott Howe (Rcp); 3. Justin Jordan (Kaw); 4. James Thompson (Kaw); 5. Eric Durrer (Kaw).

60 9-11: 1. Christopher Gosselaar (Kaw); 2. Todd Gosselaar (Kaw); 3. Johner Faulkner (Kaw); 4. Donnie Durrer (Kaw); 5. Shane Mitchell (Kaw).

80 BEG: 1. Jto Posca (Suz); 2. Levi Reed (Yam); 3. Michael Oliver (Suz); 4. Andrew Labrador (Suz); 5. Jonathan Schultz (Suz).

80 NOV: 1. Chris Neitzel (Kaw); 2. Greg Andrew (Yam); 3. Joel Nelson (Kaw); 4. Mike Collier (Kaw); 5. Mitchael Young (Suz).

80 INT: 1. Lanny Turner (Suz); 2. Terrance Malan (Suz).

80 9-11: 1. Levi Reed (Yam); 2. Shawn Mitchell (Kaw); 3.Joshua Hill (Suz).

B/W 80: 1. Chris Blanton (Kaw).

125 BEG D-1: 1. Bryan Radinsky (Suz); 2. Dustin Lude (Suz); 3. Brian McCormick (Kaw); 4. Dante Herrero (Kaw); 5. Scott Dolphin (Suz).

125 BEG D-2: 1. Jim Collier (Kaw); 2. Joe Soriano (Suz); 3. Jeremy Hackney (Hon); 4. Mark Libardoni (Kaw); 5. Bob Hausman (Hon).

125 NOV D-1: 1. Fred Ogrim (Hon); 2. Alan Kadleck (Kaw); 3. Keith Katz (Suz); 4. Shawn O'Brien; 5. Ken Reed (Kaw).

125 NOV D-2: 1. Mark Allen (Kaw); 2. Joe Fernandez (Kaw); 3. Aron Weasnea (Kaw); 4. Phil Richmond (Suz); 5. Danny Woodard (Suz).

125 INT: 1. Jimmy Larvorci (Suz); 2. Lex Malan (Suz); 3.Jason Simmons (Kaw); 4. Loren Jenkins (Hon); 5. Armando Overland (Hon).

250 BEG: 1. Donny McLean (Kaw); 2. Bob Woodridge (Yam); 3. John Turner (Suz); 4. Bob Leftwich (Yam); 5. Michael Lucas (Kaw).

250 NOV: 1. Shawn Fortner (Hon); 2. Chip Rotan (Kaw); 3. Michael Gillmore (Kaw); 4. Eddie Staab (Suz); 5. Dan King (Yam).

250 INT: 1. Lex Malan (Suz); 2. Erik Lindstrom (Hon); 3. Scott Mumford (Yam); 4. Tracy Asher (Suz); 5. Nick Mairose (Suz).

250 PRO: 1. Robert Drew (Kaw); 2. Joel Tokarsky (Hon); 3. Troy Welty (Suz); 4. Ken Neitzel (Kaw); 5. Tiger Garcia (Hon).

500 BEG: 1. Patrick Wade (Kaw); 2. Ron Wade (Kaw).

500 NOV: 1. Danny Stymacher (Hon); 2. Larry Watkins (Kaw); 3. Charlie Strong (Kaw); 4. Scott Curtis (Hon).

JR VET BEG: 1. Craig Godshall; 2. Jeff Bowles (Hon); 3. Wade Kaminski (Yam); 4. Tim Dougherty (Hon); 5. Michael Cobb.

JR VET NOV: 1. Jeff Hall (Suz); 2. Scott Hack (Yam); 3. Joe Zipay (Hon); 4. Danny Lorenz (Hon).

JR VET INT: 1. Steve Fernandez; 2. Vince Baioni.

JR VET EX: 1. Jack Kell; 2. Greg Atkinson (Hon).

VET BEG: 1. Randy McDowell (Hon); 2. Bob Hermanson (Hon); 3. Jim Pugh (Yam); 4. Jim Blankenship (Hon); 5. Bob Gardella (Suz).

VET NOV: 1. Bob Bang (Kaw); 2. Rick Choninard (Hon); 3. Darren Clifford (Yam); 4. Bill Kolkman (Yam); 5. Curt James (Yam).

VET INT: 1. Tip Webb (Kaw); 2. Larry Watkins (Kaw); 3. Mark Maynor (Suz); 4. Scott Curtis (Hon); 5. Rodney Morrison (Hon).

VET EX: 1. Brad McLoud (Hon); 2. Jim Sendelbach (Yam); 3. Ken Neitzel (Kaw); 4. Richard Bunch (Yam); 5. Scotty Walker (Hon).

SR BEG: 1. Robert Linville (Yam).

SR EX: 1. Robert Fortier.

Esposito nabs Silver State MX wins

By Joan Tiearney

CARSON CITY, NV, OCT. 25

On Trac Events held its third Dealer Challenge at Silver State MX, and Shane Esposito stomped the competition by winning both motos in all three Pro classes.

In the 500cc Pro class it was Jet Force Kawasaki/O'Neal/PJ1-backed Esposito with the moto one holeshot followed by Chris Barker and Richie Thorwaldson Jr. Esposito pulled out to an early lead and never looked back, while Barker finished second. Esposito also won the second moto for the overall victory.

In both motos of the 250cc Pro class, Esposito pushed his Kawasaki to the limit from start to finish, leading all the way. Steve Hawkins stalked Esposito with no luck, finishing second.

Action in the 125cc Pro class was much the same, with Esposito getting both holeshots and never backing off the throttle. Six other riders charged hard but could not keep the pace of Esposito. Barker posted a 2-2 score for second overall.

Results

P/W: 1. Jimmy Hazel (Yam); 2. Cody McElroy (Yam); 3. Beth Carter (Yam); 4. Andrew Johnson (Suz).

60: 1. Drake McElroy (Kaw); 2. Josh Carter (Kaw); 3. Richard Duncan (Kaw); 4. Jimmy Hazel (Kaw); 5. Cory Krasel (Kaw).

80 BEG: 1. Steve Marty (Hon); 2. Josh Carter (Kaw); 3. Aaron White (Suz); 4. Marshall McCoy (Hon); 5. Matt Buyten (Hon).

80 JR: 1. Justin Scullen (Kaw); 2. Jacob Wilcox (Hon); 3. Steven Cordle (Hon); 4. Dylon Crawford (Kaw).

80 OPEN: 1. Justin Scullen (Kaw); 2. Nathan Tiearney (Hon); 3. Drake McElroy (Hon); 4. Jess Duncan (Kaw); 5. Josh Carter (Kaw).

125 BEG: 1. John Depaun (Hon); 2. Justin Kuebler (Hon); 3. Otto Raszler (Kaw); 4. Rich Godsey (Suz); 5. Abe Neitling (Suz).

125 JR: 1. Dan Cordle Jr. (Hon); 2. David Roberts (Kaw); 3. Paul Beyer (Kaw); 4. Jeremy Huntsman (Kaw).

125 INT: 1. Justin Tiearney (Hon); 2. Tim O'Brien (Yam); 3. Donny Roberts (Hon).

125 PRO: 1. Shane Esposito (Kaw); 2. Chris Barker (Hon); 3. Darrell Chapman (Kaw); 4. David Barrett (Hon); 5. Todd McMaster (Hon).

250 BEG: 1. Buzz Wilson (Kaw); 2. Justin Kuebler (Yam); 3. Ray Marshall (Yam); 4. Scott LaCombe (Hon); 5. Curtis Weethee (Kaw).

250 JR: 1. Mike Slipcevich (Suz); 2. Garry Patterson (Hon); 3. Richard Barker (Hon); 4. Greg King (Suz); 5. Jerry Wenger (Hon).

250 INT: 1. Rob Harper (Hon); 2. Joey Schultz (Yam).

250 PRO: 1. Shane Esposito (Kaw); 2. Steve Hawkins (Kaw); 3. Scott Stillmock (Hon); 4. Richie Thorwaldson (Hon).

500 INT: 1. Wyatt Whitten (Hus).

500 PRO: 1. Shane Esposito (Hon); 2. Chris Barker (Hon); 3. Richie Thorwaldson (Hon).

VET JR: 1. Dave Meligan (Suz); 2. Dan Schaller (Hon); 3. Mike McLain (Hon); 4. Mike Hagen (Yam); 5. Scott Nyman (Hon).

VET INT: 1. Stuart Vogel (Hon); 2. Randy Appleton (Suz); 3. Gary Patterson (Hon); 4. John Varner (Hon); 5. Steve Vogel (Hon).

VET PRO: 1. Dave White (Kaw); 2. Rich Thorwaldson Sr. (Hon); 3. Tim Dyer (Hon); 4. Rob Hansen (Yam); 5. Eric Schacht (Hon).

WMN A: 1. Sedanna Stillmock (Kaw); 2. Shalie Stillmock (Hon).

WMN B: 1. Anissa Rose (Suz); 2. Shonda Stillmock (Hon); 3. Tiffany Willis (Suz); 4. Naomi Willis (Hon); 5. Wendy Johnson (Hon).

OT: 1. Tom Muto (Hon); 2. Bob Fabel (Hon); 3. Jim Willis (Hon); 4. Ted Krasel (Suz).

Healey hauls at Carlsbad MX

By Dave Burgess

CARLSBAD, CA, OCT. 24

Mike Healey made a return from Europe to his native California to do some local racing, and it paid off big as he totally dominated both Pro motos at the Racing Enterprises-promoted Saturday MX at Carlsbad Raceway.

At Carlsbad, the racing classes are often combined, resulting in different classes racing together but being scored separately. This meant that the pros and intermediates ran together on separate gates.

Mike Dunlap had the hot clutch hand at the start of moto one, leading Joe Merrihew

and Roman Dominques. Tim Staufenbeil led the Intermediate class through the first turn, in a position he would never relinquish. Rolling through the first turn behind the second wave of riders were Healey and Team Peak/Splitfire/Hot Wheels-backed Mike Chamberlain on a Kawasaki. Healey and Chamberlain set a blistering pace and were soon at the back of the Intermediate pack.

Within two laps Healey and Chamberlain were past the intermediates, and were closing on Dominques, who had slipped back. Running in front was Dunlap, and right behind him was Fred Willert, who had made an amazing charge from a bad start. "I just bought this Suzuki last night, and it works great. I haven't even had time to set it up," said Willert.

At the halfway point, both Healey and Chamberlain were nipping at Willert's heels. Healey got around Willert, but Chamberlain lost control going for the pass and went down, retiring him for the day.

Healey would have his work cut out for him if he was to catch and pass Dunlap, who had opened up a sizeable lead over the rest of the field. Healey caught Dunlap just as the white flag was flying, and the stage was set. Dunlap increased his pace to try and fend off Healey, but it was to no avail, as Healey stormed by for the win.

Healey wasn't quite as daring for the second moto, and decided to start with the rest of the group. He holeshot by a large margin, and then proceeded to lap up to third place. Dunlap held on for second despite a late-race charge by Willert.

Results

80 BEG: 1. Kevin Strikwerda (Kaw); 2. Brenden Butler (Kaw); 3. Ryan Mauhili (Kaw); 4. David Crawford (Hon); 5. Chris Loftis (Kaw).
125 BEG: 1. Beckey Kukla (Kaw); 2. Chris Mathew (Suz); 3. Craig Elder (Hon).
125 JR: 1. Pierre Oxelmark (Suz); 2. Steve Wamboldt (Hon); 3. Brian Rodriquez (Suz); 4. Jerry Mooney (Hon); 5. Milano Schaeffer (Hon).
125 INT: 1. Tim Staufenbeil (Hon); 2. Tim Olson (Kaw); 3. Gary Dellegatte (Hon).
250 BEG: 1. Robert Bartlett (Yam); 2. Tim Ryker (Yam); 3. Axel Munich (Kaw); 4. John Funderburg (Suz); 5. Matt Smith (Kaw).
250 JR: 1. Jonathan Knight (Kaw); 2. Beau Willette (Hon); 3. Chris Jonnum (Kaw).
250 INT: 1. Mike Ulrich (Hon).
500 JR: 1. Dan Campbell (Hon); 2. John Tookey (Kaw).
500 INT: 1. Dave Burgess (KTM).
PRO: 1. Mike Healey (Suz); 2. Mike Dunlap (Yam); 3. Fred Willert (Suz); 4. Roman Dominquez (Hon); 5. Mike Chamberlain (Kaw).
25-29 INT: 1. Robert Failing (Hon); 2. Todd McKay (Hon).
VET BEG: 1. Dan Smith (Hon); 2. Bruce Forinash (Yam); 3. Scott Lee Ball (Hon); 4. Daniel Schlossberg (ATK); 5. Scott Davis (Kaw).
VET JR: 1. Jeff Bunn (Yam); 2. Jeff Van Camp (Yam); 3. Rick Lundgren (Kaw); 4. Pete McCormick (Kaw); 5. T.C. Brinigar (Hon).
VET INT: 1. Brian Schmuckle (Hon); 2. Tod McKay (Hon); 3. Rudy Sevilla (Suz); 4. Craig Breihan (Hon).
VET EX: 1. James Gochmanski (Hon).
VET PRO: 1. Joe Merrihew (Kaw); 2. Rob Wilshire (Hon).
OT BEG: 1. Bill Bacom (Suz).
OT JR: 1. Frank Hamlett (Hon); 2. Bob Koller (Hon).
OT INT: 1. Gary Scott (Kaw); 2. Bill Malone (Hon); 3. Jim Hollow.
OT EX: 1. Alan Olson (Hon); 2. George Kohler (Suz); 3. Jody Weisel (Yam); 4. Benyt Johansson (Yam); 5. Tim Daily (Hon).
BOMB: 1. Robert Failing (Hon).
VINT: 1. Allen McKay (Hus); 2. Ben Severin (Mai).

Tiearney terrific at Fernley MX

By Joan Tiearney

FERNLEY, NV, OCT. 18

On-Trac Events held its second Dealer Challenge race at Fernley MX, and Justin Tiearney led Big Valley Honda to the win.

Almost 150 riders turned out to show their appreciation for their local dealers and shops. In the Dealers Challenge, racers competed for their shop, and accumulate series points for an annual trophy that is presented to the dealer.

Tiearney rode strong on his 500cc machine and turned in a 1-1 moto score. The O'Neal-sponsored Tiearney is one of the many riders contributing to the shop's giant points lead.

A field of 500cc Pros and Intermediate riders charged off the long start with Pro rider Chris Barker getting the holeshot. Tiearney chased Barker for four laps, and made the pass on lap five. Tiearney held off the pros with no problem, and held it on to win moto one.

In moto two, it was Tiearney with the holeshot, Barker in second and Tim Dyer in third. Tiearney carved the deep sand flawlessly and took his Honda to the checkered flag for the win.

Results

P/W: 1. Cody McElroy (Yam).
60: 1. Drake McElroy (Kaw); 2. Richard Duncan (Kaw); 3. Josh Carter (Kaw); 4. Dustin Miller (Kaw).
80 BEG: 1. Matt Buyten (Hon); 2. James Strausser (Suz); 3. Josh Carter (Kaw); 4. Steve Marty (Hon); 5. Dustin Miller (Hon).
80 JR: 1. Justin Scullen (Kaw); 2. Dylon Crawford (Kaw); 3. Steven Cordle (Hon); 4. Michael DiLoreto (Hon); 5. Jacob Wilcox (Hon).
80 OPEN 9-11: 1. Justin Scullen (Kaw); 2. Michael DiLoreto (Hon); 3. Nathan Tiearney (Hon); 4. Drake McElroy (Hon); 5. Jess Duncan (Kaw).
125 BEG: 1. Erik Miller (Kaw); 2. Chad Ragger (Yam); 3. Otto Razzler (Kaw); 4. Joe Specchio (Hon); 5. Abe Neitling (Suz).
125 JR: 1. Tim O'Brien (Yam); 2. Dan Cordle Jr. (Hon); 3. Paul Beyer (Kaw); 4. David Roberts (Kaw); 5. Jess Merithew (Suz).
125 PRO: 1. Shane Esposito (Kaw); 2. Chris Barker (Hon); 3. Darrell Chapman (Kaw); 4. Shaun Carmichael (Kaw); 5. Todd McMaster (Hon).

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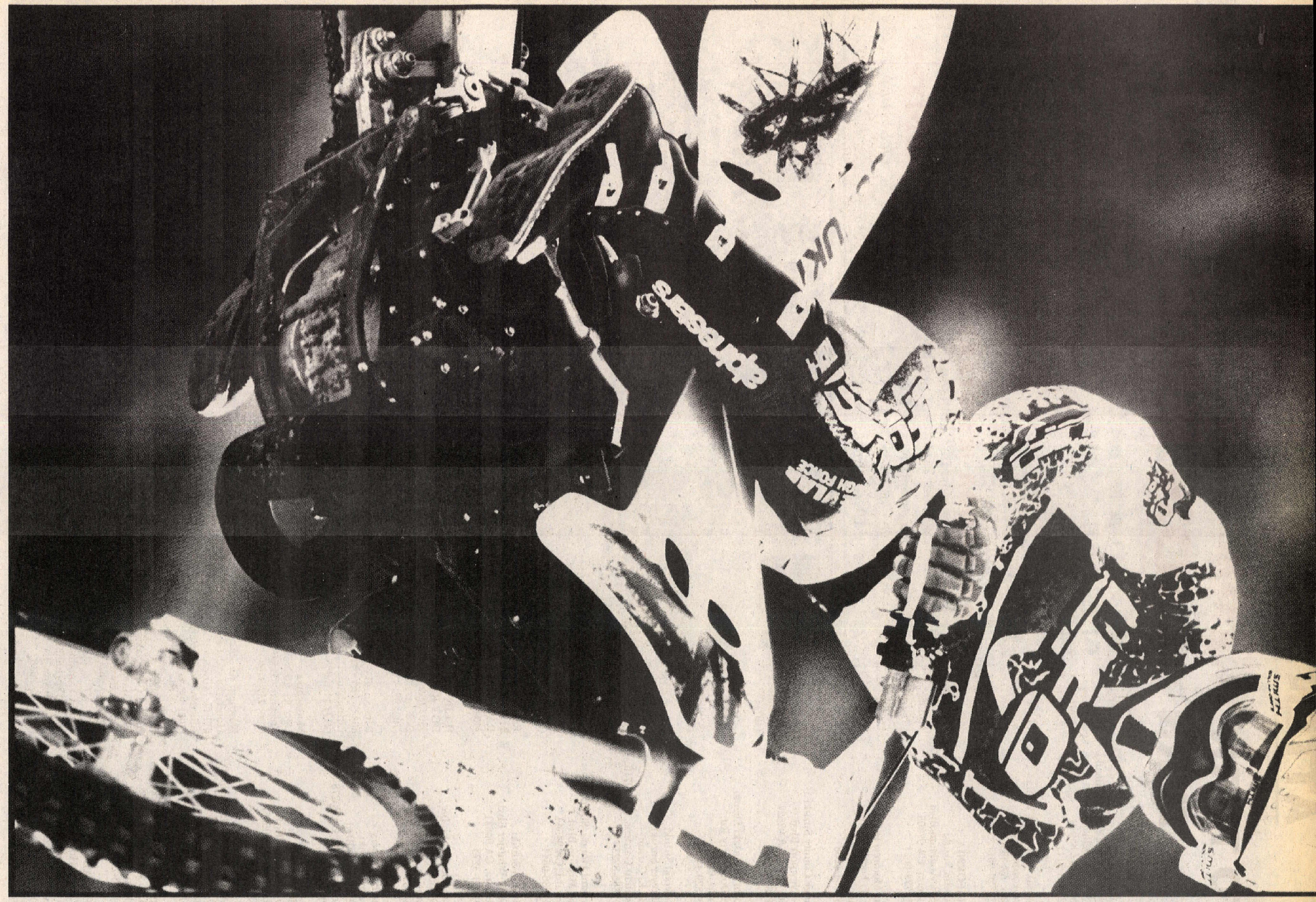
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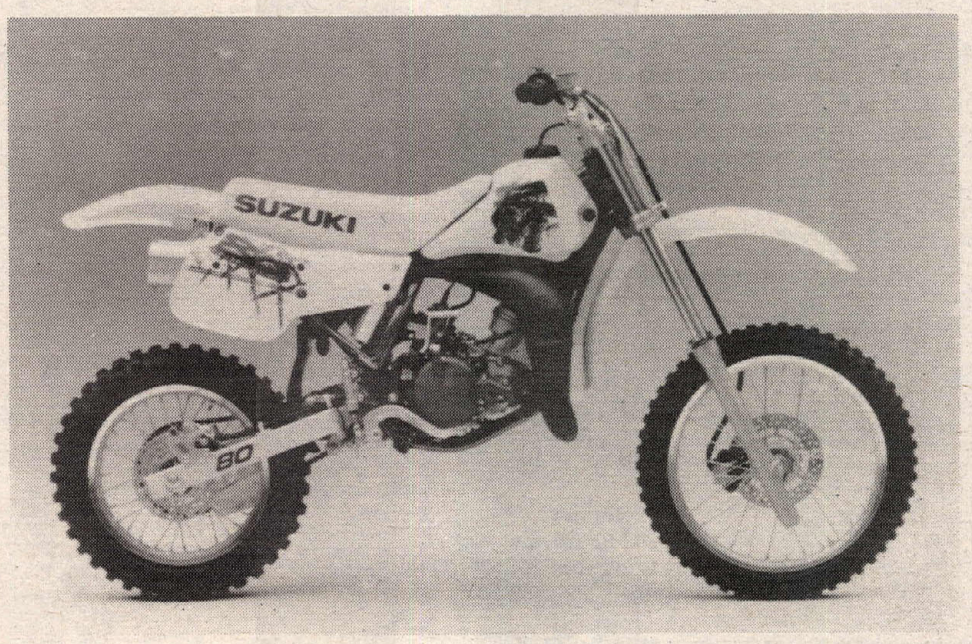

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250 JR: 1. Richard Barker (Hon); 2. Mike Slipcevich (Suz); 3. Brian Dziminski (Hon); 4. Gary Patterson (Hon); 5. Greg King (Suz).
125 INT: 1. Marc Nason (Kaw); 2. Donny Roberts (Hon).
250 INT: 1. Joey Schultz (Yam); 2. Rob Harper (Hon); 3. Layne Kolbet (Hon).
500 INT: 1. Justin Tiearney (Hon); 2. Wyatt Whitten (Hus).
500 PRO: 1. Chris Barker (Hon); 2. Rich Torwaldson (Hon); 3. Tim Dyer (Hon).
500 BEG: 1. Nick Grant (Hon); 2. Jake Fisher (Hon).
500 JR: 1. Mike Curtis (Hon); 2. Dennis Denault (Hon); 3. Justin Mastalka (Hon).
250 PRO: 1. Steve Hawkins (Kaw); 2. Kenney Lash (Kaw); 3. Rich Thorwaldson (Hon); 4. Scott Stillmock (Hon).
VET JR: 1. Mike McLain (Hon); 2. Don Rager (ATK); 3. Dave Meligan (Suz); 4. Scott Nyman (Hon); 5. Dan Schaller (Hon).
VET INT: 1. Stuart Vogel (Hon); 2. Steve Vogel (Hon); 3. Gary Patterson (Hon); 4. Jeff McCollum (Hon); 5. Jon Varner (Hon).
VET PRO: 1. Mark Nason (Kaw); 2. Rich Thorwaldson Sr. (Hon); 3. Tim Dyer (Hon); 4. Rob Hanson (Hon); 5. Eric Schacht (Hon).
WMN A: 1. Tammi Williamson (KTM); 2. Shalie Stillmock (Hon); 3. Sedanna Stillmock (Hon).
WMN B: 1. Anissa Rose (Suz); 2. Shonda Stillmock (Hon); 3. Naomi Willis (Hon); 4. Tina Kuffell (Kaw); 5. Tiffany Willis (Hon).
OT: 1. Tom Muto (Hon); 2. Tim Colvert (Hon); 3. Bob Fabel (Hon); 4. George Smith (Hon); 5. Hans Marty (Hon).

Roth roosts Red Bud Motocross

By Larry Witmer

BUCHANAN, MI, OCT. 25

Buck's Cycle/Gear/Down Under Active Wear/Renthal-backed Mike Roth smoked the competition in the Plus 25 division and had to hold off a hard-charging David Gaylord to win the 250cc Expert class at Red Bud Track 'n Trail.

Gaylord pulled the holeshot in the first combined 16-24/Plus 25 moto. Roth and Larry Witmer were in hot pursuit. Gaylord and Roth quickly outpaced the field. Roth got by Gaylord in the switchbacks, but Gaylord stayed close. They were going at it like they were competing in the same division, but disaster struck Gaylord in a sweeper corner when the front end washed out and he went down hard. Roth had an easy win, and Witmer finished second. The 16-24 class win went to Gaylord, who was circulating the track off the pace after his bail.

In the second moto, Witmer came out hard with the holeshot. Gaylord, Roth and Chuck Hamilton were freight-training behind. Witmer held the point until the second lap, when Gaylord and Roth gunned him down in an off-camber grass corner. These two riders put on a show of speed and style that was unmatched all day. Gaylord carded the overall win over Roth, but they were in different divisions. Wagner took a distant second in the 16-24 class, and Witmer was second in his division.

In the 250cc Expert class, the two premier racers went head to head. Roth got his Suzuki to the front on the start, with Gaylord second and Matt Adent third. On the second lap, Gaylord got by Roth in the switchbacks and opened up a lead. Roth closed the gap going into the finish line and made his move in the switchback corners to take over first.

Roth held the lead until the fifth lap, coming through for the white flag. Roth slid out and Gaylord took over the point and held it to the finish.

In the second moto, Gaylord came out on fire with the holeshot. Roth was in close pursuit and stayed glued to Gaylord's rear fender. On the third lap Roth passed Gaylord. Roth held the lead, but Gaylord made a last-lap charge that came up inches short at the finish.

Results

+30: 1. Larry Witmer (Suz); 2. Carl Horvath (Kaw); 3. Jim Royko (Suz); 4. Jeff Heaston (Kaw); 5. Rick Walsworth (Suz).
AUTO: 1. Nickolas Vargo (Yam); 2. Brad Ripple (Yam); 3. Casey Rinker (Yam); 4. Bill Buchanan (Yam); 5. Brandon Bonine (Yam).
+40: 1. Tim Graves (Yam); 2. Randy Gordon (Hon).
+50: 1. Jim Adent (KTM).
250/OPEN C: 1. Tim Ritchie (Suz); 2. George Nyers (KTM); 3. Bill Swims (Hon); 4. Doug Johns (Hon); 5. Troy Griener (Suz).
250/OPEN B: 1. Don Weiner (Kaw); 2. Brad Mansinne (Suz); 3. Jerry Birky (Hon); 4. Dave Wells (Yam); 5. Rick Gorney (Hon).
85 12-15 EX: 1. Tim Garber (Hon).
85 C: 1. Michel Cole (Kaw); 2. Charles Burge (Suz); 3. Brian Stricklin (Suz); 4. Ryan Dewey (Kaw); 5. Shawn Seruaty (Kaw).
60: 1. Ben Graves (Kaw); 2. Brad Cannon (Kaw); 3. Nicklas Vargo (Kaw); 4. Dustin Cannon (Kaw); 5. Chris Koostra (Kaw).
125 C: 1. Mike Mensinger (Hon); 2. Chris Dinehart (Kaw); 3. Brian Edick (Suz); 4. Jonah Trussel (Suz); 5. Rodd Nelson (Yam).
85 7-11: 1. Ben Graves (Suz); 2. Casey Wood (Kaw); 3. Brad Cannon (Kaw); 4. Benjamin Wood (Hon); 5. Dustin Cannon (Kaw).
125 JR 12-15: 1. Mike Aldrich (Kaw); 2. Jonah Trussel (Suz); 3. Brian Edick (Suz); 4. Greg Proctor (Suz); 5. Daren Miner (Suz).
16-24: 1. David Gaylord (Kaw); 2. Jay Wagner (Hon); 3. Matt Adent (Suz).
125 B: 1. Kirt DeBour (Suz); 2. Jeff Ulshafer (Suz); 3. Gene Hayes (Suz); 4. Terry Strunk (Suz); 5. Bryan Ripple (Suz).
125 A EX: 1. Chad Coon (Hon); 2. Jay Wagner (Hon); 3. James Shoffner (Suz); 4. John Sullivan (Hon); 5. Brad Goins (Hon).
250 A EX: 1. Mike Roth (Suz); 2. David Gaylord (Kaw); 3. Matt Adent (Suz).
DRY DOGS: 1. Jerry Lothamer (Yam).
+25: 1. Mike Roth (Suz); 2. Larry Witmer (Suz); 3. Chuck Hamilton (Kaw); 4. Rick Walsworth (Suz); 5. Carl Vargo (Hon).
VINT: 1. Dave Johnston (Hon); 2. Wesley Fuller (Hus); 3. Todd Peterson (Hon); 4. Jim Smith (C-A); 5. Bob Thomas (Yam).
POOPED: 1. James Vens (Yam); 2. Tom Holschner (Hon); 3. Chuck Thebo (Hon).

John Dowd won three of the four motos he entered at Middleboro MX.

Dowd dials in Middleboro MX

By Steve Kelley

MIDDLEBORO, MA, NOV. 1

John Dowd won three of four Expert motos, scoring first and second overall in the 250 and 125cc Expert classes, respectively, at the New England Sports Committee's MX at Middleboro.

Although Bill Dzielak and his red Honda got the holeshot in the second 125cc Expert moto, his lead was short-lived. Scott Carter, riding a Suzuki, had an NESC Championship on his mind, and muscled his way around Dzielak at the end of the first lap. For three laps, the leaders' positions remained unchanged, as Dzielak and John Dowd kept the pressure on Carter. The pace changed when Dowd pushed his Kawasaki past Dzielak coming off the tabletop, and began gunning for Carter and the lead. Dowd quickly closed in on Carter, and the two leaders widened the gap on Dzielac. A very aggressive leader, Carter was able to put as much as 10 bike lengths between his Suzuki and Dowd's Kawasaki. Dowd continued to close the gaps up as quickly as they opened, and kept the pressure on strong. Dowd was particularly fast through the infield turns, where at one point, the two riders' tires bumped.

While Carter and Dowd played cat and mouse for the number-one position, Mike Tredwell closed in on Dzielak and third place, passing him on lap eight. With little more than four laps remaining, Tony Lorusso, who had been working his way thought the pack, made his move on Dzielak through the infield, and throttled past Tredwell off the jump on the front straight.

Dowd continued pushing Carter, who, unable to widen the lead, moved first inside and then outside, often coming off the jumps side by side with the unrelenting Kawasaki. Finally, midway through the last lap, Dowd's persistence paid off in the first infield turn, where he nosed out Carter from the inside to take the lead. Seconds later he took the checkered flag. After the race, Dowd confirmed that he'd tried everything to get past Carter, until he finally got by in the infield turn.

Results

85 BEG: 1. Justin Raffone (Kaw); 2. James St. Don (Kaw); 3. Daniel Pegoon (Suz).
85 JR: 1. Chris Findlay (Suz).
85 YTH: 1. Shane O'Connor (Suz).
125 BEG: 1. Robert Corbett (Hon); 2. Bryon Smith (Suz).
125 JR: 1. Jason Lavallee (Suz); 2. John Silva (Kaw); 3. Kevin Buck (Yam).
125 ADV: 1. Bunker Lashway (Kaw); 2. Clint Rooney (Hon); 3. James Brothers (Kaw).
125 NOV: 1. James Hopkins (Kaw); 2. David Debeacant (Yam); 3. Joseph Welsh (Hon).
200+ NOV: 1. Jason Drake (Suz); 2. Glenn Burgess (Suz); 3. Eric Fryzell (Kaw).
OPEN NOV: 1. Jason Drake (Suz); 2. Glenn Burgess (Suz); 3. Eric Fryzell (Kaw).
200+ AM: 1. John Derocher (Kaw); 2. Dan Plourde (Yam); 3. Andrew Smith (Yam).
125 EX: 1. Scott Carter (Suz); 2. John Dowd (Kaw); 3. Tony Lorusso (Yam).
250 EX: 1. John Dowd (Kaw); 2. Mike Tredwell (Yam); 3. Tony Lorusso (Yam).
SR NOV: 1. Joe Jay (Yam); 2. Brad Thorburn (Hon); 3. Glenn Wells (Yam).
SR AM: 1. Mark Wolremtoro (Kaw); 2. Doug Power (Hus).
SR EX: 1. Jim Meenan (Yam); 2. Don Graham (Hon).
VET AM: 1. Keith Streib (Kaw); 2. Scott Rhelow (Hon); 3. Gene Garneau (Kaw).
VET EX: 1. Scott Weymes (Yam); 2. Don Grahn (Hon); 3. Jim Meenan (Yam).

Hough wins tough Mid-South Hare Scrambles

By Barry Riggsbee

FORDSVILLE, KY, OCT. 25

Kawasaki-mounted Aaron Hough won round two of the Mid-South Hare Scrambles Series, topping Shad Ricketts and Robert Patterson.

Tom Majeski (3A), Todd Hurst (22X) and Danny Reichert had a close dice at Timonium.

Ricketts led from the start on his J&S Cycle/Bridgestone-sponsored Kawasaki until Hough pressured and passed him at the halfway point of the two-hour event.

Late in the race, Hough struck a tree branch and dislocated his jaw. Blocking out the pain, Hough finished the final lap to edge out Ricketts and Honda-mounted Patterson. Scott Martin and Kevin Brandon rounded out the top five.

Jack Bailey rode his Honda CR500 to its full potential and finished at the top of the Open A class. KTM-mounted Jason Law finished the race in second, hoping for a mistake by Bailey that never came. Rounding out the top five were Dave Rafferty, Lance Martin and David Mull.

Jason Moody topped Wade Perry and Dan Hancock in the 250cc A class, while Bryan Wesson won the 200cc A class. Jared Green and Rob Stephens did battle in the Four-Stroke class. Green brought his Honda in first for the win by a large margin.

Results

PRO: 1. Aaron Hough (Kaw); 2. Shad Ricketts (Kaw); 3. Robert Patterson (Hon); 4. Scott Martin (Kaw); 5. Kevi Brandon (Kaw).
OPEN A: 1. Jack Bailey (Hon); 2. Jason Law (KTM); 3. Dave Rafferty (Yam); 4. Lance Martin (ATK); 5. David Mull (KTM).
250 A: 1. Jason Moody (Suz); 2. Wade Perry (Hon); 3. Don Hancock (Kaw); 4. James Lee (Hon); 5. Jerry Hardin (Yam).
200 A: 1. Bryan Wesson (Kaw); 2. John Schiedhauer (Kaw); 3. Phil Barker (Hon); 4. Gene Thurman (Yam).
VET A: 1. Barry Brazier (Hon); 2. Ken Arnold (Hon); 3. Robert Roy (Yam); 4. A.J. Spicer (ATK); 5. Clay Stuckey (Kaw).
4-STRK: 1. Jered Green (Hon); 2. Rob Stephens (Hon); 3. Rick Sims (Hon); 4. Eddy Taylor (Suz); 5. Bobby Sanders (Hon).
OPEN B: 1. Mitchell Deimund Jr. (Hon); 2. Jason Jennings (KTM); 3. Stephen Hinkle (KTM); 4. James Malone (Kaw); 5. Barry Riggsbee (Kaw).
250 B: 1. John Lenard (Hon); 2. Kevin Owen (Hon); 3. Brian Breci (Yam); 4. James Parsons (Kaw); 5. Steve Fugua (Suz).
200 B: 1. Jeff Rummage (Kaw); 2. Jerry Castleman (Kaw); 3. Todd Boone (Kaw); 4. Robert Robinson (Kaw); 5. Scott Blankenship (Yam).
125 B: 1. Darin Phillips (Suz); 2. Shannon Owen (Hon); 3. Jared Smith (Kaw); 4. Kip Haynie (Yam); 5. Mike Stinson (Hon).
VET B: 1. Billy Hall (Yam); 2. Ricky Miller (Yam); 3. Ken Stephenson (Suz); 4. John Broughton (Hon); 5. Rick Roysdok (Kaw).
SR: 1. Larry Still (Hon); 2. Alan Brutto (Kaw); 3. Steve Riddle (Kaw); 4. Jesse Carter (Hon); 5. Ronnie Huckett (Suz).
S/SR: 1. Emmett Cox (Yam); 2. Donald Hough (Kaw); 3. William Smith (Hon); 4. Alan Cruce (KTM); 5. Charles Burk (Hon).
H/TR: 1. Tim Crain (Yam); 2. Jeff Moore (Yam); 3. Glen McCory (Suz); 4. Charles Langford (Hon); 5. Glenn Ferguson (Suz).
L/TR: 1. Donnie Smith (Kaw); 2. Carl Keith (Suz); 3. Kyle Pulley (Kaw); 4. Paul Wright (Yam); 5. Garth Belk (Kaw).
WMN: 1. Dorie Sims (Kaw); 2. Sara Arnold (Hon); 3. Sherry Graham (Kaw).

Majeskis score at Timonium ST

By Len Breech

TIMONIUM, MD, OCT. 31

Tom and Charles Majeski launched the 17th (or 18th, depending on who you talk to) Annual Cockeysville Optimist Club/Baltimore County Trail Riders Indoor Short Track Series with wins in the 250 and 360cc finals, respectively.

While the results were the same, the method was opposite. Tom won his class easily, leading from the opening lap on, while Charles only led the lap that counted after a hard fought battle with David Bull, Rich Rowe and Mark Burkholder.

Out of the four riders who are returning to defend their class titles, three won. In addition to Charles Majeski, Cory Hormes easily won the 55cc final and Georgie Price held a straightaway margin when the 250cc Pro race was stopped a few laps from the end when Steve Burkholder and Randy Texter's Harleys came together off the fourth turn. The only class title holder not to win was promoter Taylor White, who finished a close third to Larry Sweeten in the 250cc final.

Tom Majeski jumped in front of Todd Hurst, Sweeten and White in the 250cc final, and quickly put some distance on the field with his Diem's Cycles/McGraine Racing-sponsored Maico. When Sweeten "nudged" his way by Hurst for second on the second lap, the top three were set, although White stayed close to Sweeten.

Perhaps the best final in several seasons was the 360cc main, with Rich Rowe grabbing the lead from Mark Burkholder, with David and Clarence Bull in front of Charles Majeski. With four laps to go, Majeski got by David Bull, with Bull falling, and on the next lap, Burkholder got by Rowe for the lead. In the closing laps they ran nose-to-tail, with Majeski getting the lead for good as they came off the second turn on the last lap. Burkholder slipped to third as Rowe picked a better line in traffic.

Results

55: 1. Cory Hormes (Itj); 2. Jake Johnson (Hon); 3. Jimmy Owens (Hon); 4. Adam Gamble (Itj); 5. Nick Lipira (Yam).
80: 1. Tom Skethway (Hon); 2. Donald Mullen (Yam); 3. David Swann (Yam); 4. Brody Miller (KTM); 5. Will Russell (Kaw).
125: 1. Ken Coolbeth (Hon); 2. Paul Lynch (Hon); 3. Todd Stith (Yam); 4. Todd Winsett (Yam); 5. Steve Cromwell (Hon).
250: 1. Tom Majeski (Mai); 2. Larry Sweeten (Yam); 3. Taylor White (Hon); 4. Danny Reichert (Bul); 5. David Rittenhouse (Yam).
360: 1. Charles Majeski (Bul); 2. Rich Rowe (Yam); 3. Mark Burkholder (Bul); 4. Clarence Bull (Hon); 5. Van Rittenhouse (Bul).
250 PRO: 1. Georgie Price (Yam); 2. Rodney Farris (Hon); 3. Scott Saunders (H-D); 4. Kevin Varnes (Yam); 5. Harold Dorsey (Hon).

Smith smashes Moto West MX

By J.R. Canaguier

HOLLISTER, CA, NOV. 1

Brad Smith put together double-moto wins to score the overall victory in the Vet Beginner class at the Moto West/GFI race at Hollister Hills.

After getting the holeshot in moto one, Smith put his CR250 about 20 seconds ahead by lap three and went on unchallenged for the win.

Moto two wasn't that easy. A mediocre start put him back in the pack as Ed McBride, Tony Basuini and Joe Swartz led the way. By the end of lap one, Smith had gotten by Swartz and McBride, and went after Basuini. On lap three Basuini was feeling the pressure of Smith and lost a second of concentration. That's all Smith needed to make the pass and chalk up his second win of the day.

The 250cc Beginner division was one of the biggest classes, with 16 riders doing battle. Tim Reeder smoked both motos in spite of a couple of soil samples. The real racing was between Jim Dempsey and Rich Fajardo, who battled with Pat Towne for second place.

Moto two left everyone guessing about second and third overall, and it ended up with Dempsey prevailing. Craig Weitz stayed consistent and locked up fourth place with Fajardo's strong second-place finish giving him third overall.

The 125cc Novice class saw a battle in moto one between newcomer Jason Jenkins and Corie Flickinger. Flickinger took advantage of a Jenkins mishap and went on for the win.

Moto two was Jenkins all the way, as he holeshot and drove away from everybody else, finishing with a 30-second lead over Flickinger.

The 80cc Beginner class had Aaron Baker holeshot the first moto and quickly turn it into a 15-second lead. Closing fast was Randy Norman, who pressured Baker into a spin which cost him the lead. He was able to get going again and hung on for second place.

Moto two was a runaway for Norman as he cruised uncontested for the win and the overall. Ryan McGilloway got off the gate

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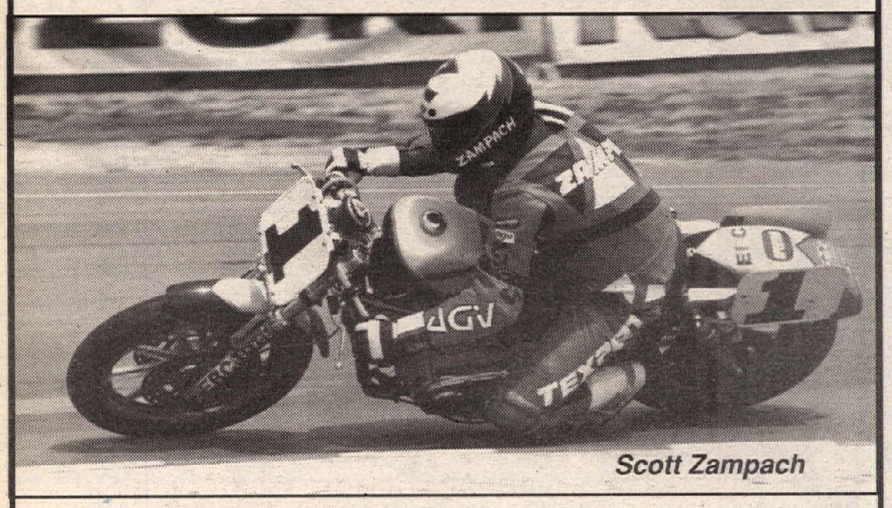

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LOCAL EVENTS

Kevin Foley rails a Dade City berm on his way to fourth place in the 250cc A class.

second and held on until Baker and Meitz got by to duke it out for second and third places. Baker secured second place at the finish.

Results

VET BEG: 1. Brad Smith (Hon); 2. Ed McBride (Kaw); 3. Mike Ehlert (Hon); 4. Tony Basuini (Hon); 5. Jeff Hillard (Hon).
VET PRO: 1. Gary Rabe (Kaw); 2. Tyler Hummel (Hon); 3. Ron Junkert (Kaw).
VET INT: 1. David Rodriquez (Hon); 2. David Berg (Hon); 3. Randy Lewallen (Kaw); 4. William Artau (Hon); 5. Wes Brody (Kaw).
VET NOV; 1. Mike Renner (Kaw); 2. Tom Conklin (Kaw); 3. Ed Pegorla (KTM); 4. Dan Rose (Hon); 5. Dean Brown (Hon).
250 PRO: 1. Josh Boykin (Yam).
250 INT: 1. Jerome Law (Yam).
250 NOV: 1. Judd Houck (Kaw); 2. Casey Musick (Kaw); 3. Mike Renner (Kaw); 4. Scotty Thompson (Yam).
250 BEG: 1. Tim Reeder (Yam); 2. Jim Dempsey (Hon); 3. Rich Fajardo (Yam); 4. Craig Weitz (Yam); 5. Noah Evans (Hon).
125 BEG: 1. Tim Reeder (Suz); 2. Scott Kagy (Hon); 3. Richard Fajardo (Suz); 4. Justin Beeman (Yam); 5. Brad Pellin (Kaw).
25-29 NOV: 1. Jeff Wenger (Hon); 2. Scotty Thompson (Yam); 3. Sean Hummel (Suz).
25-29 BEG: 1. Mike Fogolin (Kaw); 2. Leigh Moore (Hon).
500 BEG: 1. Pat Towne (Hus); 2. Dave Dehlveccia (Hon); 3. Eric Murdaugh (Hon); 4. Kevin Wilkinson (Hon); 5. Leigh Moore (Hon).
OT NOV: 1. J.R. Canaguier (Suz); 2. Ralph Willis (Yam).
OT INT: 1. Russ Sears (Kaw); 2. Glenn Pruitt (Hon).
OT EX: 1. Ron Junkert (Kaw).
80 NOV: 1. Aaron Cheseiske (Hon); 2. Jess Medley (Hon); 3. Bryan Land (Suz); 4. Tyler Evans (Hon); 5. Jack Tidwell (Yam).
80 BEG: 1. Randy Norman (Kaw); 2. Aaron Baker (Suz); 3. Shawn Meitz (KTM); 4. Hawk White (Hon); 5. Ryan McGilloway (Kaw).
125 INT: 1. Jimmy Scott (Suz).
P/W 50: 1. Wesley Patterson (Hon); 2. Mike Smith (Hon); 3. Greg Burros (Hon).
P/W 60: 1. Michael Horsley (Yam).
60: 1. Travis Patterson (Kaw).
125 NOV: 1. Jason Jenkins (Hon); 2. Corie Flickinger (Suz); 3. Casey Musick (Kaw); 4. Steve Kyramarios (Kaw); 5. Justin Quinn (Suz).

Price bags Johnson Valley

By Don Williams

LUCERNE VALLEY, CA, NOV. 1

Brad Price underscored the nearest competitor by a dozen marks to win the Experienced Beginner class at the Plonkers Trials Club's Beginner Fun Trial at the Johnson Valley OHV Area.

Under a bright, cloudless sky, Price guided his Beta TR34 to an opening loop 2-6 lead over Dave Lahey and SWM riders Steve Glanzman and Chris Shaw before breaking the event wide open with an astounding clean second lap.

Most of the points taken in the Experienced Beginner class were taken in the first two sections.

The first section featured a tough right turn around a rock followed by a left-hand turn and step. A oddly-shaped rock provided a tricky exit that also grabbed points.

The following section sent the riders into a tough sandy left-hand downhill turn that became an uphill turn at the apex of the arc. Many riders grabbed a three or five score while trying to clean the section, instead of taking a sure single dab.

Instead of a traditional "loop," the 38 riders were sent on a course that had sections laid out within a few feet of each other in two straight lines from the pits, allowing unlimited spectator access.

Jeff Willis dominated the Beginner Beginner class by dabbing only four times all day. Like the upper class, sections one and two provided the majority of the day's points. Willis was awarded his points in those two rigorous sections.

Riding a Kawasaki KDX80, Sean Baillie cruised to a 54-point victory in the Non-Trials Bike Youth class over his PW Yamaha-mounted brother Chad.

Results

EX BEG: 1. Brad Price (Bet); 2. Dave Lahey (Yam); 3. Steve Glanzman (SWM); 4. Chris Shaw (SWM); 5. Steve Varnell (Fan).
BEG BEG: 1. Jeff Willis (Yam); 2. Jim Boswell (Yam); 3. Jason Anstett (Apr); 4. Matt Perrill (Yam); 5. Art Hall (Hon).
NON-TRIALS BIKE YOUTH: 1. Sean Baillie (Kaw); 2. Chad Baillie (Yam); 3. Mike McGregor (Yam).

Hughes hammers Dade City MX

By Kyle Myers

DADE CITY, FL, NOV. 1

Over 300 riders competed in the final round of the AMA/World Sports Florida Gold Cup MX Series at Dade City Raceway, where Jeff Hughes topped the Plus 35 class.

When the gate dropped for the first moto, Buzz Germony blasted into the lead with James McLellan, Woody Strickland, Hughes and Doug Harvey in pursuit. McLellan slipped by Germony as they went into the back section. Hughes passed Strickland and Germony down the front straightaway, and began closing in on McLellan. Strickland and Harvey moved Germony back two places, as Hughes took the lead from McLellan. Hughes started to motor away from the field, while Mike Corbin worked his way up after a midpack start. Corbin passed Germony and Harvey with two laps to go, but ran out of time. Hughes held on for the first-moto victory over McLellan, Strickland, Corbin and Harvey.

The second moto was all Corbin's, as he led wire to wire. Hughes held on for second to take the overall and score the championship.

The 250cc A and Pro class ran together, but were scored separately. In the first moto Kevin Foley led the way with Jeff Lampe, Derek Youngblood, Travis Blackburn and Jon McCabe in tow. Timmy Ferry quickly displaced McCabe as the pack came out of the back section. Ferry then passed Blackburn and Youngblood to start the second lap. Youngblood bobbled, moving Blackburn and McCabe by. Ferry closed in on Lampe and jumped by the Suzuki rider. Ferry set his sights on Foley, and the two riders battled for the lead. Youngblood rocketed by McCabe, as Blackburn fell off the pace.

Up front, Ferry finally passed Foley coming out of the rockers. Foley then fell in a berm, handing Ferry a big lead. Ferry earned the win in the Pro class over McCabe and Blackburn. Foley got up quickly from the fall to top the 250cc A class ahead of Youngblood.

The second moto was controlled by Ferry on his Yamaha/Fox/Boyesen/RRP/Scott/Bell/EK/No-Limit/100%/Renthal/Yokohama/Kayo/Sunco/Sidi-backed YZ250. Youngblood tried to stay with Ferry, but couldn't match the pace. Youngblood held on for the 250cc A class win and championship, with Beamer and Lampe behind. Ferry won the Pro class with McCabe and Blackburn placing second and third.

Results

+25: 1. Jon McCabe (Yam); 2. Kevin Foley (Kaw); 3. Wyn Kern (Hon); 4. Graham Kimble (Hon); 5. Mark Beamer (Hon).
+30: 1. Jon Ortner (Hon); 2. Pat Post (Yam); 3. Graham Kimble (Hon); 4. John Gillespie (Hon); 5. David Wagner (Yam).

+40: 1. Wood Strickland (Hon); 2. Ken Brown (Yam); 3. Tom Bragg (Hon); 4. John Logsdon (Yam); 5. Ted Dorman (Kaw).
+35: 1. Jeff Hughes (Kaw); 2. Mike Corbino (Hon); 3. James McLellan (Hon); 4. Doug Harvey (Hon); 5. Woody Strickland (Hon).
OPEN NOV: 1. Rick Lee (Hon); 2. Mike Bragg (Hon); 3. Pat Post (Yam); 4. John Gillespie (Hon); 5. Mike Amedeo (Kaw).
12-15: 1. Paul Currie (Kaw); 2. Anthony Pocorobba (Hon); 3. Jason Sybert (Hon); 4. Wayne Wilkie (Kaw); 5. Rod Furnell (Kaw).
WMN: 1. Kim Sybert (Hon); 2. Susan Morgan (Kaw); 3. Gina Perry (Suz); 4. Beth Lewis (Kaw); 5. Lori Brinker (Kaw).
P/W: 1. James Stewart (Yam); 2. Jason Bennett (Yam); 3. Brian Gray (Yam); 4. Jason Wood (Yam); 5. Justin Holstein (Yam).
16-24: 1. Derek Youngblood (Hon); 2. John Lake (Kaw); 3. John Vangilder (Hon); 4. Jeremy Fogg (Kaw); 5. Jason Metz (Suz).
65: 1. Jessie Ballard (Kaw); 2. Aaron Perkins (Kaw); 3. Scott Perry (Kaw); 4. Andrei Boloni (Kaw); 5. James Stewart (Kaw).
85 7-11: 1. Jessie Ballard (Suz); 2. Rod Farnell (Kaw); 3. Clint Shealy (Kaw); 4. Andrei Boloni (Suz); 5. Aaron Perkins (Kaw).
85 12-13: 1. Ricky Carmichael (Kaw); 2. Adam Rake (Kaw); 3. Eric Elam (Kaw); 4. Jason Thomas (Kaw); 5. Jon Simmons (Kaw).
85 14-15: 1. Jarrett Tipping (Suz); 2. Billy Wood (Kaw); 3. David Polege (Kaw); 4. Robert Holstine (Kaw); 5. Jason Freeman (Yam).
S/MINI: 1. Ricky Carmichael (Kaw); 2. Mack Perry (Hon); 3. Billy Wood (Kaw); 4. Adam Rake (Kaw); 5. Eric Elam (Kaw).
500/250/125 BEG: 1. John Lewis (Hon); 2. Randy Lambert (Hon); 3. Simon Hallett (Hon); 4. Wayne Handley (Kaw); 5. Sean Howard (Suz).
125 C: 1. Jerry Knowles (Suz); 2. James Scarborough (Hon); 3. Jason Peres (Kaw); 4. Shawn Willis (Suz); 5. Jason Dodds (Hon).
125 B: 1. Paul Currie (Kaw); 2. Wayne Wilkie (Kaw); 3. Jason Sybert (Hon); 4. Jason Metz (Suz); 5. Mike Lampe (Hon).
125 A: 1. Josh Latina (Kaw); 2. Ryan Dean (Hon); 3. John Vangilder (Hon).
250 C: 1. Troy Asswmany (Hon); 2. Erick Claisse (Suz); 3. Steve Dumond (Kaw); 4. Rich Pearson (Kaw); 5. Tom Dixon (Hon).
250 B: 1. Kenny Yoho (Suz); 2. Wyn Kern (Hon); 3. Bryan Abel (Hon); 4. John Fesler (Suz); 5. John Lake (Kaw).
250 A: 1. Derek Youngblood (Hon); 2. Mark Beamer (Hon); 3. Jeff Lampe (Suz); 4. Kevin Foley (Kaw).
250 PRO: 1. Tim Ferry (Yam); 2. Jon McCabe (Yam); 3. Travis Blackburn (Kaw).

Bruce bruises Hillbilly Motocross

By Dene Olive

ROBERTA, GA, OCT. 28

Tim Bruce scored wins in both the 125 and 250cc C classes at Hillbilly Hills Motocross, where nearly 250 entries competed in the second round of the Georgia Fall Championship Series.

When the gate fell for the first moto of the 125cc C class, Randy Westfall pulled the holeshot with rival Bruce in hot pursuit, followed by Rusty Cohen, Chris Seward and Bryan Smith. On lap one, Seward let Smith slip by for fourth position, but all the action was up front, where Bruce pressured Westfall for the lead. On lap two, Bruce was able to take an inside line for the pass and take the lead from Westfall. Bruce held the lead to win, with Westfall crossing the finish line second, nine seconds behind the winner.

By the time the second moto started, Bruce had won both 250cc C class motos, and the pressure was on for the double-class win. All eyes were on Bruce and Westfall as the gate dropped. This time it was Bruce picking the right line to clear the first turn in the lead, followed by Bryan Smith, Kevin Smith and Cohen, while Westfall was involved in a first-turn crash. By lap two, Kevin Smith made the pass on Bryan Smith and held second place until lap four, when Bryan passed him over the tabletop. Following Bruce past the checkered flag was Bryan Smith.

Results

65 STK 7-11: 1. Aaron Lindsey (Kaw); 2. Chad Albritton (Kaw); 3. Adam Laskowski (Kaw); 4. Troy Travis (Kaw); 5. Amber Guerin (Kaw).
JR MINI: 1. Mick Bailey (Hon); 2. Aaron Lindsey (Kaw); 3. Thomas Emmett (Suz); 4. Anthony D'Amico (Kaw); 5. Scott McCorvey (Kaw).
SR MINI: 1. Chris Bailey (Kaw); 2. Jeff Giese (Kaw); 3. Chad Murphy (Suz); 4. Cody Kerns (Kaw); 5. Josh Knight (Hon).
SCHBY: 1. Adam Humphrey (Suz); 2. Gary Kellum (Hon); 3. David Dishman (Suz); 4. Mike D'Amico (Suz); 5. Chris Bailey (Kaw).
16-24: 1. Todd Downs (Yam); 2. Patrick Hizel (Hon); 3. Jason Hutcheson (Suz); 4. Mratie Murphy (Suz); 5. Chris Seward (Suz).
125 BEG: 1. Paul Goode (Suz); 2. Stacy Lyle (Kaw); 3. John Alexander (Yam); 4. Rusty Roberts (Hon); 5. John Alexander (Yam).
125 C: 1. Tim Bruce (Suz); 2. Bryan Smith (Kaw); 3. David Dishman (Suz); 4. Tim Husfield (Hon); 5. Richard Jenkins (Kaw).
125 B: 1. Patrick Hizel (Hon); 2. Brad Simpson (Kaw); 3. Jason Grier (Hon); 4. Jason Hutchinson (Suz); 5. Shawn Sewell (Suz).
250 BEG: 1. Marcus Langford (Hon); 2. Chad Matthews (Hon); 3. Graig Greer (Kaw); 4. Danile Henderson (Hon); 5. Mike Hamilton (Hon).
250 C: 1. Tim Bruce (Suz); 2. Glenn Bates (Kaw); 3. Al McEver (Hon); 4. Kevin Crews (Kaw); 5. Vince Addison (Kaw).
250 B: 1. Brad Simpson (Kaw); 2. Steve Saunders (Hon); 3. Telly Olympiadis (Hon); 4. Jeff Shields (Kaw); 5. Rod Stuckey (Kaw).
+25: 1. Tommy Martin (Hon); 2. Darryl Heisler (Hon); 3. Grant Wood (Kaw); 4. Steve Saunders (Hon); 5. Lance Newsome (Kaw).
+30: 1. Rick Lindell (Yam); 2. Mike Henderson (Hon); 3. Kevin Mathews (Hon); 4. Ricky Lamb (Hon); 5. Logan Attins (Suz).
+40: 1. Ricky Lamb (Hon); 2. Randy Tomlinson (Kaw); 3. Eugene Goode (Suz); 4. Steve Corlee (Hon); 5. Randy Tillery (Kaw).
ENDR: 1. Chris Williams (Yam); 2. Tommy Jones (Suz); 3. Shawn Jordan (Suz); 4. Jason Mitchell (KTM).
U/L AM: 1. Shawn Sewell (Suz); 2. Glenn Bates (Kaw); 3. Tim Bruce (Suz); 4. Rick Martin (Kaw); 5. Drew Rice (Hon).
125 PRO: 1. Sean Dukes (Hon); 2. Adam Humphrey (Suz); 3. Brandon Smith (Kaw); 4. Jared King (Suz); 5. Gary Kellum (Hon).
250 PRO: 1. Sean Dukes (Hon); 2. Tommy Martin (Hon); 3. Adam Humphrey (Suz); 4. Dwayne Bone (Hon); 5. Ross Johnstown (Yam).

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Houston Astro Hall
November 26 - 29, 1992
Thurs, Nov. 26 5pm - 11pm
Fri, Nov. 27 Noon - 11pm
Sat, Nov. 28 Noon - 11 pm
Sun, Nov. 29 Noon - 9pm

ANAHEIM
INTERNATIONAL MOTORCYCLE SHOW
Anaheim Convention Center
December 11-13, 1992
Fri, Dec. 11 5pm-10pm
Sat, Dec. 12 11am-10pm
Sun, Dec. 13 11am-6pm

SAN FRANCISCO
INTERNATIONAL MOTORCYCLE SHOW
HELD IN CONJUNCTION WITH THE AMA BUDWEISER INDOOR MOTOCROSS NATIONALS
Cow Palace
January 8 - 10, 1993
Fri, Jan. 10 5pm-10pm
Sat, Jan. 11 11am-10pm
Sun, Jan. 12 11am-6pm

SEATTLE
INTERNATIONAL MOTORCYCLE SHOW
Washington Trade & Conv. Center
January 15 - 17, 1993
Fri, Jan. 15 5pm-10pm
Sat, Jan. 16 11am-10pm
Sun, Jan. 17 11am-6pm

ST. LOUIS
INTERNATIONAL MOTORCYCLE SHOW
Cervantes Convention Center
January 22 - 24, 1993
Fri, Jan. 22 5pm-10pm
Sat, Jan. 23 11am-10pm
Sun, Jan. 24 11am-6pm

* Not all features appear at these shows

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NEW YORK
INTERNATIONAL MOTORCYCLE SHOW
Jacob Javits Convention Center
February 5 - 7, 1993
Fri, Feb. 5 Noon-10pm
Sat, Feb. 6 10am-10pm
Sun, Feb. 7 10am-8pm

CHICAGO
INTERNATIONAL MOTORCYCLE SHOW
Rosemont/O'Hare Expo Center
February 12 - 14, 1993
Fri, Feb. 12 5pm-10pm
Sat, Feb. 13 11am-10pm
Sun, Feb. 14 11am-6pm

DETROIT
CYCLERAMA*
Cobo Hall
February 19 - 21, 1993
Fri, Feb. 19 5pm-10pm
Sat, Feb. 20 11am-10pm
Sun, Feb. 21 11am-6pm

PHILADELPHIA
INTERNATIONAL MOTORCYCLE SHOW
Valley Forge Convention Center
February 26 - 28, 1993
Fri, Feb. 26 5pm-10pm
Sat, Feb. 27 11am-10pm
Sun, Feb. 28 11am-6pm

DAYTONA
INTERNATIONAL MOTORCYCLE SHOW
Daytona International Speedway
March 4 - 7, 1993
Thurs, Mar. 4 9am - 6pm
Fri, Mar. 5 9am - 6pm
Sat, Mar. 6 9am - 6pm
Sun, Mar. 7 9am - 5pm

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POINT STANDINGS

World Championship 500cc Road Race Series (Final)

1. Wayne Rainey	(140/3 wins).
2. Michael Doohan	(136/5 wins)
3. John Kocinski	(102/1 win)
4. Kevin Schwantz	(99/1 win)
5. Doug Chandler	(94)
6. Wayne Gardner	(78/1 win)
7. Juan Garriga	(61)
8. Alex Criville	(59/1 win)
9. Eddie Lawson	(56/1 win)
10. Randy Mamola	(45)

World Championship 250cc Road Race Series (Final)

1. Luca Cadalora	(203/7 wins)
2. Loris Reggiani	(159/2 wins)
3. P.F. Chili	(119/3 wins)
4. Helmut Bradl	(89)
5. Massamiliano Biaggi	(78/1 win)
6. Alberto Puig	(71)
7. Jochen Schmid	(58)
8. Carlos Cardus	(48)
9. Masahiro Shimizu	(46)
10. Doriano Romboni	(43)

World Championship Superbike Series (Final)

1. Doug Polen	(371)
2. Raymond Roche	(336)
3. Rob Phillis	(289)
4. Giancarlo Falappa	(279
5. Fabrizio Pirovano	(278)
6. Aaron Slight	(249)
7. Stephane Mertens	(182)
8. Daniel Amatriain	(156)
9. Carl Fogarty	(134)
10. Piergiorgio Bontempi	(125)

AMA National Championship Superbike Series (Final)

1. Scott Russell	(122/3 wins)
2. Thomas Stevens	(102)
3. Doug Polen	(100/3 wins)
4. Jamie James	(98/2 wins)
5. Pascal Picotte	(89)
6. Tom Kipp	(78)
7. Freddie Spencer	(74/1 win)
8. Dale Quarterley	(69)
9. Mike Smith	(60)
10. Larry Schwarzbach	(45)

AMA National Championship 250cc Grand Prix Series (Final)

1. Colin Edwards II	(138/5 wins)
2. Chris D'Aluisio	(103/1 win)
3. Jim Filice	(101/2 wins)
4. Kenny Roberts Jr.	(98)
5. Rick Kirk	(91/1 win)
6. Robbie Petersen	(86)
7. Danny Walker	(70)
8. Bruce Baldus	(64)
9. Doug Carmichael	(43)
10. Rich Oliver	(35)

WERA F-USA Series (Final)

1. Donald Jacks	(122)
2. Michael Martin	(100)
3. Chuck Graves	(86)
4. Lee Shierts	(80)
5. Fritz Kling	(55)
6. Chris D'Aluisio	(35)
7. David Sadowski	
Joe Pittman	(27)
9. Joe Brett Williams	(26)
10. Steve Crevier	(23)

WERA F-II Series (Final)

1. Kurt Hall	(110)
2. Donnie Greene	(97)
3. Bruce Baldus	(79)
4. Rich Oliver	(70)
5. Chris D'Aluisio	(68)
6. Bill Himmelsbach	(55)
7. Jon Cornwell	(46)
8. Peter Wensloff	(42)
9. Danny Walker	(35)
10. Brad Sawyer	(31)

AMA Harley-Davidson Twinsports Series (Final)

1. Scott Zampach	(162/7 wins)
2. Nigel Gale	(154/2 wins)
3. Chuck Blackmon	(103)
4. Ronald McGill	(92)
5. Shawn Higbee	(83)
6. Andy Fenwick	(79)
7. Richard Koehler	(74/1win)
8. Tony Montenegro	(58)
9. Jerry Wallace	(56)
10. Nancy Delgado	(54)

AMA Grand National C'ship/ Camel Pro Series (Final)

1. Chris Carr	(234/4 wins)
2. Scott Parker	(232/8 wins)
3. Ricky Graham	(190/1 win)
4. Larry Pegram	(157/1 win)
5. Kevin Atherton	(138)
6. Will Davis	(89/2 wins)
6. Ronnie Jones	(89)
8. George Roeder II	(86)
8. Dan Ingram	(86)
10. Jay Springsteen	(80)

AMA 600cc National C'ship Dirt Track Series (Final)

1. Chris Carr	(96/4 wins)
2. Larry Pegram	(52/1 win)
3. Aaron Hill	(51)
4. James Hart	(30)
5. Dan Ingram	(27)
6. Mike Hale	(26)
7. Rich King	(24)
8. Steve Morehead	(23)
9. Dave Durelle	(22)
10. Georgie Price	(21)

World Championship 500cc MX Series (Final)

1. Georges Jobe	(550)
2. Kurt Nicoll	(548)
3. Billy Liles	(460)
4. Joel Smets	(259)
5. Franco Rossi	(252)
6. Johan Boonen	(241)
7. Jorgen Nilsson	(234)
8. Dirk Geukens	(212)
9. Jeremy Whatley	(199)
10. Marcus Hansson	(198)

World Championship 250cc MX Series (Final)

1. Donny Schmit	(416)
2. Bobby Moore	(368)
3. Edwin Evertsen	(362)
4. Alessandro Puzar	(359)
5. Trampas Parker	(302)
6. Rob Herring	(295)
7. Marnicq Bervoets	(263)
8. Bader Manneh	(241)
9. Peter Johansson	(235)
10. James Dobb	(223)

World Championship 125cc MX Series (Final)

1. Greg Albertijn	(485)
2. (Tie) Pedro Tragter/ Dave Strijbos	(451)
4. Yves DeMaria	(305)
5. Joakim Karlsson	(290)
6. Peter Beirer	289)
7. Andrea Bartolini	(285)
8. Tallon Vohland	(284)
9. John Van de Berk	(265)
10. Charrel Sweebe	(198)

AMA Camel Supercross Series (Final)

1. Jeff Stanton	(331/3 wins)
2. Damon Bradshaw	328/9 wins)
3. Jean-Michel Bayle	(320/3 wins)
4. Mike Kiedrowski	(262)
5. Guy Cooper	(251)
6. Mike LaRocco	(200\1 win)
7. Larry Ward	(192)
8. Jeff Matiasevich	(170)
9. Doug Dubach	(157)
10. Jeff Emig	(150)

AMA National Championship 125cc MX Series (Final)

1. Jeff Emig	(430/6 wins)
2. Mike LaRocco	(411/3 wins)
3. Ron Tichenor	(348)
4. Doug Henry	(316)
5. Larry Ward	(297/1 win)
6. Ryan Hughes	(296)
7. Guy Cooper	(260)
8. Jeremy McGrath	(259)
9. Steve Lamson	(213)
10. Brian Swink	(173)

AMA National Championship 250cc MX Series (Final)

1. Jeff Stanton	(270/2 wins)
2. Mike Kiedrowski	(214/1 win)
3. Jean-Michel Bayle	(187)
4. Damon Bradshaw	(167/2 wins)
5. Larry Brooks	(157)
6. Jeff Ward	(145)
7. Doug Dubach	(142)
8. Phil Lawrence	(127)
9. Cliff Palmer	(121)
10. Jeff Matiasevich	(118)

AMA National Championship 500cc MX Series (Final)

1. Mike Kiedrowski	(229/2 wins)
2. Jeff Stanton	(226/2 wins)
3. Jeff Ward	(195/1 win)
4. Jean-Michel Bayle	(158)
5. John Dowd	(114)
6. Jeff Matiasevich	(103)
7. Lance Smail	(97)
8. Ray Sommo	(92)
9. Brian Manley	(89)
10. Willie Surratt	(84)

AMA Grand National C'ship Cross Country Series (Final)

1. Scott Summers	(160)
2. Doug Blackwell	(137)
3. Jan Hrehor	(126)
4. (TIE) Duane Conner/ Scott Plessinger	(115)
6. Gene Onail	(98)
7 Gary Roach	(97)
8. Tim Shephard	(95)
9. Jeff Russell	(81)
10. Johnny Robbins	(79)

AMA National Championship Enduro Series (Final)

1. Randy Hawkins	(186/4 wins)
2. Kelby Pepper	(150/1 win)
3. Jeff Russell	(147/1 win)
4. Kevin Hines	(127)
5. Steve Hatch	(95/1)
6. Allen Gravitt	(90)
7. Matt Stavish	(87)
8. Alan Randt	(80)
9. Terry Cunningham	(70/1 win)
10. Jeff Fredette	(63)

AMA National Championship Hare & Hound Series (Final)

1. Danny Hamel	(150/ 6 wins)
2. Larry Roeseler	(119/1 win)
3. Ted Hunnicutt	(97)
4. Paul Ostbo	(89)
5. Jimmy Lewis	(77)
6. Don Griewe	(74)
7. Paul Krause	(73)
8. Daniel Richardson	(65)
9. David Ondas	(61)
10. Edward Sorenson	(43)

AMA National Championship Hare Scrambles Series (Final)

1. Scott Plessinger	(200/3 wins)
2. Scott Summers	(195/3 wins)
3. Duane Conner	(162)
4. Jan Hrehor	(148/3 wins)
5. Jimmie Eriksson	(101)
6. Shad Ricketts	(99)
7. Robert Patterson	(76)
8. Leigh Letellier	(71)
9. Chris Caplinger	(61)
10. Steve Leivan	(55)

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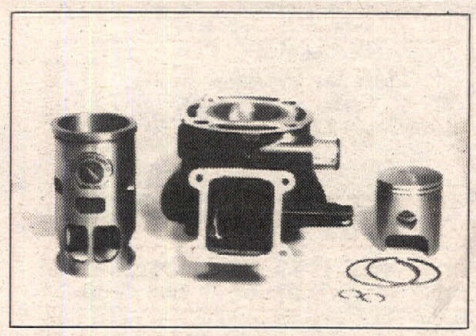

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Supercross Series

11/28-29	Tokyo, Japan
12/4	Geneva, Switzerland
12/5-6	Genoa, Italy

World C'ship Superbike Road Race Series

4/11/93	Donington, England
5/9	Hockenheim, Germany
5/30	Albacete, Spain
6/13	Estoril, Portugal
6/27	TBA, San Marino
7/11	Oesterreichring, Austria
7/18	Brno, Czechoslovakia
8/8	Anderstorp, Sweden
8/22	Johor, Malaysia
8/29	Sugo, Japan
9/12	Le Mans, France
9/26	Monza, Italy
10/24	Phillip Island, Australia
10/31	Manfeild, New Zealand
11/14	Mexico City, Mexico

World C'ship 125cc MX Series

4/4/93	Bra, Italy
4/18	Mons, Belgium
5/2	Nantwich, England
5/16	Gdynia, Poland
5/23	Berghem, Netherlands
6/6	Holice, Czechoslovakia
6/13	Gerstetten, Germany
6/20	Borgo Mag., San Marino
7/18	Laguepie, France
8/1	Interlagos, Brazil
8/8	Amtitlan, Guatemala
8/29	Janjimup, Australia

World C'ship 250cc MX Series

3/14/93	Castigilione, Italy
3/28	Jerez, Spain
4/4	Valkenswaard, Netherlands
4/18	Payerne, Switzerland
4/25	Beaucaire, France
5/9	Sun City, South Africa
5/23	Laubus-Esch., Germany
6/13	Lommel, Belgium
6/20	Foxhill Park, England
6/27	Vernon Mount, Ireland
7/11	Maracay, Venezuela
7/18	Budds Creek, Maryland, USA
8/1	Nykoping, Sweden
8/8	Vantaa, Finland
8/22	Suzuka, Japan

World C'ship 500cc MX Series

4/4/93	Hawkstone Park, England
5/9	Sittendorf, Austria
5/16	Nykoping, Sweden
5/23	Salo, Finland
6/6	Faenza, Italy
6/20	Kaposvar, Hungary
7/4	Arganil, Portugal
7/18	Mill, Netherlands
8/1	Namur, Belgium
8/8	Folkendange, Luxembourg
8/22	Sverepec, Czechoslovakia
8/29	Geneva, Switzerland

Motocross des Nations

9/12/93	Schwanenstadt, Austria

International Six Days Enduro

10/11-16/93	Assen, Holland

World C'ship Endurance Road Race Series

4/17-18/93	Le Mans, France
5/22-23	Catalunya, Spain
6/19-20	Anderstrop, Sweden
7/3-4	Francorchamps, Belgium
7/25	Suzuka, Japan
9/18-19	Paul Ricard, France
10/17	Johor, Malaysia
10/24	Phillip Island, Australia

World C'ship Observed Trials Series

4/18/93	Ettelbruck, Luxemburg
4/25	Bilstein, Belgium
5/23	Gefrees, Germany
5/30	Nepomuk, Czechoslovakia
6/6	Stryszow, Poland
6/27	Bergamo, Italy
7/4	Colombier-le-Vieux, France
7/18	Viella, Spain
7/25	St. Julian, Andorra
9/5	Vantaa, Finland
9/12	Kinna, Sweden
9/26	Pateley Bridge, England

Trial des Nations

10/2/93	Kilbroney, Ireland

AMA Camel Supercross Series

1/9/93	Orlando, FL
1/16	Houston, TX
1/23	Anaheim, CA
1/30	Seattle, WA
2/6	San Diego, CA
2/13	Tampa, FL
2/27	Atlanta, GA
3/6	Daytona Beach, FL
3/27	Irving, TX
4/3	Charlotte, NC
4/17-18	Pontiac, MI
4/24	Indianapolis, IN
5/15	Los Angeles, CA
6/5	San Jose, CA
6/12	Las Vegas, NV

Info 614/891-2425

AMA Nat'l C'ship 125/250 MX Series

2/21/93	Gainesville, FL
5/2	Southwick, MA
5/30	Mt. Morris, PA
6/20	Sacramento, CA
7/4	Buchanan, MI
7/11	New Berlin, NY
7/25	Troy, OH
8/1	San Bernardino, CA

Info 614/891-2425

AMA 125/500 Nat'l C'ship MX Series

8/8/93	Washougal, WA
8/15	Millville, MN
8/29	Binghamton, NY
9/26	Delmont, PA

Info 614/891-2425

AMA Nat'l Arenacross Series

1/1-3/93	Fort Worth, TX
1/8-10	San Francisco, CA
1/22-24	Guthrie, OK
2/5-7	Indianapolis, IN
2/12-14	Sioux Falls, SD
2/19-21	Mobile, AL
2/26-28	Denver, CO

Info 817/834-2298

AMA/CCS Pro/Am Road Race Series

Florida Region

12/13	W. Palm Beach, FL

NETRA Turkey Run Series

11/22	Plympton, MA

Info 203/875-5757

ECEA C'ship Enduro Series

11/22	New Lisbon, NJ

Info 609/893-7294

AMA Winter National Olympics

11/23-28	Gainesville, FL

Info 813/894-0439

AMA Mid-South C'ship Winter Hare Scrambles Series

11/22	Greenville, KY
12/6	Apex Valley, KY
12/13	Tupelo, MS
1/10/93	Tennyson, IN
1/24	Battleground, AL
2/14	Hurricane Mills, TN
2/28	Bremen, GA
4/4	Centerville, TN
4/25	Greeneville, TN

Info 615/331-1475

Golden Crown of Baja Off Road Desert Race Series

2/12-14/93	G.C. de San Felipe San Felipe, B.C., MEX
3/26-28	G.C. de San Luis Rio Puerto Penasco, Sonora, MEX
5/14-16	Gran Carrera de Tecate Tecate, B.C., MEX
6/25-27	Gran Carrera de Mexicali Mexicali, B.C., MEX
7/23-25	Gran Carrera de Ensenada Ensenada, B.C., MEX
9/24-26	G.C. de Campeones San Felipe, B.C., MEX

Info 818/340-5750

Grans Prix de Baja Series

11/21	San Felipe Gran Prix San Felipe, B.C., MEX
2/27/93	Mexicali Gran Prix Mexicali, B.C., MEX
4/17	Baja Malibu Gran Prix Rosarito Beach, B.C., MEX
6/12	Tecate Gran Prix Tecate, B.C., MEX
8/14	Ensenada Gran Prix Ensenada, B.C., MEX
10/16	Rio Colorado/Puerto Penasco Sonora, MEX
11/20	San Felipe Gran Prix San Felipe, B.C., MEX

Info 818/340-5750

AHRMA Pacific Coast Road Race Series

11/28-29	Sears Point, CA

Info 715/842-9699

ATA Observed Trials C'ship Series

11/29	Lucerne Valley, CA

Info 213/259-6631

MTEG Off-Road C'ship GP Series

11/24	San Francisco, CA

Info 714/938-4100

High Plains Enduro Circuit

11/22	Spur, TX
1/25/93	San Angelo, TX
2/7	Post, TX
2/20-21	Lubbock, TX
3/21	San Angelo, TX
4/4	Turkey, TX

Info 806/795-1218

Texas C'ship Hare Scrambles Series

11/22	High Grove, TX
12/13	Rockne, TX
1/10/93	San Antonio, TX
1/24	Columbus, TX
2/7	Waco, TX
2/28	High Grove, TX
3/14	Floresville, TX
3/28	Bastrop, TX
4/18	String Prairie, TX

Info 713/933-0900

ARRA Road Race Series

11/21-22	Bakersfield, CA
12/13-14	Bakersfield, CA

Info 805/682-3290

WSMC/Willow Springs Road Race Series

12/18-20	Rosamond, CA

Info 805/256-1234

AMRRA Mini Road Race Series

12/5-6	Riverside, CA

Info 714/548-8429

NMA Off Road Series

12/6	Kent, WA
12/13	Sultan, WA

Info 206/922-1457

NOVEMBER

S	M	T	W	T	F	S
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8	9	10	11	12	13	14
15	16	17	18	19	20	21
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29	30					

DECEMBER

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27	28	29	30	31		

JANUARY						
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10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

• Denotes Pro Payback

November 20

CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

November 20-22

NEVADA ARENOCROSS
• On Trac Events. Livestock Arena, Reno. Info 702/267-4392.

November 21

CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA SHORT TRACK
• Dirt Sports Promotions. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
CALIFORNIA SHORT TRACK
AMA/D-36. Hills Ferry Speedway, Newman. Info 209/544-1027 or 408/779-1036.
DELAWARE MOTOCROSS
Honda Fun Day/DMS Racing Team. Delaware State Fairgrounds, Harrington. Info 1-800-395-3313.
FLORIDA MOTOCROSS
• ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA SHORT TRACK
• Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MARYLAND SHORT TRACK
• Baltimore County Trailriders Assn./ Cockeysville Optimists. Timonium Fairgrounds, Timonium. Info 301/472-2360.
NEW YORK MOTOCROSS
LISC. Bridgehampton Motorsports Park, Bridgehampton. Info 516/728-7727.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Roy. Info 206/536-1620.

November 21-22

TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info 512/663-6419.

November 22

ALABAMA MOTOCROSS
Warrior MX Park, Warrior. Info 205/841-7224 or 841-7538.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS HARE SCRAMBLES
Dirt Bike Mike Promotions. Lost Creek Park, Amity. Info 501/342-5373.
CALIFORNIA GRAND PRIX
• CRC Wild Turkey GP. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA TRIAL
AMA/Sacramento PITS. Turkey Trial, Murderer's Gulch, Sacramento. Info 916/743-7371.
CALIFORNIA MOTOCROSS
• Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA MOTOCROSS
• GFI/MotoWest. Hollister Hills SVRA, Hollister. Info 408/238-8208 or 637-2073.
CALIFORNIA ENDURO-THON
San Jose Fairgrounds Speedway, San Jose. Info 408/436-8228.
CALIFORNIA MOTOCROSS
GFI North. Pioneer Raceway, Oakdale. Info 209/847-9538 or 544-1027.
CALIFORNIA MOTOCROSS
AMA/D-36/Boss MX. Argyll Park, Dixon. Info 510/623-9871.
DELAWARE MOTOCROSS
AMA/First State Racing. DE State MX C'ship. Delaware State Fairgrounds, Harrington. Info 302/678-2440.
FLORIDA MOTOCROSS
• Wausau Motocross, Inc. Chipley/ Wausau. Info 904/638-1012.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
IDAHO MOTOCROSS
Turkey MX. Owyhee M.C., Boise. Info 208/939-0815.
KENTUCKY HARE SCRAMBLE
AMA/Mid-South C'ship Series. Greenville. Info 615/331-1475.
KENTUCKY MOYOCROSS
KTMXA. State Line MX, Murray. Info 502/759-1588.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Chilly Chilli T.R., Plymton. Info 203/875-5757.
MINNESOTA SWAP MEET
J & P Promotions. 5th Annual Parts Extravaganza. St. Paul Civic Center, Roy Wilkens Auditorium, St. Paul. Info 319/462-6011.
MISSISSIPPI MOTOCROSS
Cedar Lake MX Park, Byhalia. Info 601/781-2645.
MISSOURI MOTOCROSS
Appreciationn Series. Sprout Patch MX Track, Billings. Info 417/744-2593.
NEW JERSEY ENDURO
ECEA C'ship Series/Ocean County Competition Riders. Scrub Pine Enduro, Lebanon State Forest, New Lisbon. Info 908/928-0597 or 609/893-7294.
NORTH CAROLINA MOTOCROSS
NAME Fall Series. East Coast MX Park, New Bern. Info 919/224-8381.
OHIO HARE SCRAMBLE
CRA. Mansfield M.C., Mansfield. Info 419/524-1347.
OKLAHOMA MOTOCROSS
RBH, Inc. Fall Series. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OREGON MOTOCROSS
MXNW. Clarks Branch Cycle Club, Roseburg. Info 503/673-1671.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Fall Series. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 345-8734.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
TENNESSEE TRAIL RIDE
2nd Annual Toys for Tots Trail Ride. Jellico Creek ORV Park, Winfield. Info 615/938-2980.
TEXAS HARE SCRAMBLE
TX C'ship Series Round #4. Texas Scramblers. Rathman Ranch, High Grove. Info 713/556-0838 or 817/346-1132.
TEXAS MOTOCROSS
4th Annual Thanksgiving Special. GNC Top Texan Series #8. Swan Cycle Park, Tyler. Info 903/882-7791.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 206/225-8615 or 503/667-5701.

November 23

FLORIDA TT SCRAMBLES
• AMA/World Sports. 21st Annual Winter Nat'l Olympics. Gatorback Cycle Park, Gainesville. Info 813/894-0439 or 894-0539.

November 24-25

FLORIDA SUPERCROSS
• AMA/World Sports. 21st Annual Winter Nat'l Olympics. Stadium Style SX. Gatorback Cycle Park, Gainesville. Info 813/894-0439 or 894-0539.

November 26-27

FLORIDA MOTOCROSS
• AMA/World Sports. 21st Annual Winter Nat'l Olympics. Gatorback Cycle Park, Gainesville. Info 813/894-0439 or 894-0539.

November 27

NEVADA POKER RUN
AMA/D-36. Street Bike & Dual Sport. Western States Racing Assn. Fallon. Info 702/348-8735.

November 27-28

CALIFORNIA DUAL SPORT
AMA/D-37 Nat'l Trail Ride Series. 9th Annual L.A. to Barstow to Vegas Dual Sport. Honda Rider Education Center, Colton. Info 818/249-2141.

November 28

CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA SPEEDWAY
AMA/Speedway Fall Classic. Speedway USA, Victorville. Info 619/295-6111.
CALIFORNIA SHORT TRACK
AMA/D-36. Hills Ferry Speedway, Newman. Info 209/544-1027 or 408/779-1036.
FLORIDA GRAND PRIX
• Super Sports. AMA. 21st Annual Winter Nat'l Olympics. Gatorback Cycle Park, Gainesville. Info 813/894-0439 or 0539.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
• Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
KENTUCKY MOTOCROSS
AMA. Daniel Boone MX Park, London. Info 606/877-1364.
NEVADA DESERT RACE
AMA/D-36/WSRA. Point to Point Desert Race. Fallon. Info 702/358-5905 or 677-2989.

November 28-29

CALIFORNIA ROAD RACE
AHRMA/VARA Vintage Road Race Series. Sears Point Raceway, Sonoma. Info 715/842-9699.
KENTUCKY MOTOCROSS
KTMXA/West KY Outdoor MX. Lowes. Info 502/642-2345 or 674-5525.

November 29

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• GFI. Sandhill Ranch, Brentwood. Info 209/524-7013.
CALIFORNIA MOTOCROSS
• Rojo Productions. Starwest Supercross Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA MOTOCROSS
• CRC. Edwards AFB, Edwards. Info 805/272-8889.
CALIFORNIA GRAND PRIX/ MOTOCROSS
• CMC MS #3 Stadium/SRA GP. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA TRIALS
ATA/Plonkers Trials Club. Lucerne Valley. Info 213/259-6631.
DELAWARE MOTOCROSS
Dealers Cup. DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
KENTUCKY MOTOCROSS
Pendleton Co. M/C Park, Gardnersville. Info 606/472-3442.
MARYLAND SHORT TRACK
• Baltimore County Trailriders Assn./ Cockeysville Optimists. Timonium Fairgrounds, Timonium. Info 301/472-2360.
NEVADA MOTOCROSS
• CMC/NV Old Timers Club. Fernley Int'l Raceway, Fernley. Info 702/885-0233 or 322-4311.
NEW YORK MUD/SNOW SCRAMBLES
AMA. Square Deal Riders M.C. Raceway, Harpursville. Info 607/723-2387 or 693-2634.
NORTH CAROLINA MOTOCROSS
Silver Creek MX Park, Morganton. Info 704/584-2808.
OHIO HARE SCRAMBLE
CRA. Lightning Raceway, Tippecanoe. Info 614/922-4775.
OKLAHOMA MOTOCROSS
RBH, Inc. Fall Series. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
PENNSYLVANIA MOTOCROSS
Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 345-8734.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Winter Series. Riverside SX, Marietta. Info 803/836-6855 or 836-8900.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 803/757-4226.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 6615/573-5425 or 986-1617.

Nov. 30-Dec. 1

NEVADA DUAL SPORT
AMA/D-37/Team Dual Dogs. 2nd Annual Iron Dog 1000. Las Vegas, NV to Los Angeles, CA. Info 818/701-1913.

December 4

CALIFORNIA SPEEDWAY
• Int'l Speedway/Fall Classic. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.

December 4-6

NEVADA HARE SCRAMBLES
Best in the Desert Racing Assn. Hare Scrambles C'ship. Laughlin. Info 702/457-5775.

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Nov. 29, Sun. Grand Prix - SRA 6:30 a.m.
Dec. 6, Sun. Grand Prix D.C. 6:30 a.m.
Dec. 6, Sun. Fall Classic Spdwy. 6:30 p.m.
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STARWEST SUPERCROSS PARK
Lake Perris Fairgrounds
Moreno Valley California
Sunday, November 22 - Starwest MX
Sunday, November 29 - Starwest MX
Sunday, December 6 - Starwest MX
No Membership Req. - Pro Payback - (Gates open 6:30 a.m.)
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Every Tuesday 9 a.m.-2 p.m., 4 p.m.-10p.m.
Every Saturday 9 a.m. - 3 p.m.
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Info Call: 714-855-2707

SRA GP California Schedule
Members · Non Members
November 29 Glen Helen
December 6 Carlsbad ✪ Toys For Tots
Info (714) 957-2985

Old Timers MX Association
Race Schedule
Saturday, November 21
Perris Raceway
GFI MX
For Information Call (714) 633-9503

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(714) 855-1602
(310) 868-8112
P.O. BOX 46
NORWALK, CA 90650
National Motosport Association

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December 6th

10th Annual Gran Prix

Glen Helen

INFO: (714) 371-6333

GFI RACING (909) 371-3434

Sat., Nov. 21	GFI Super Sat. Morn. MX	Perris Raceway
Sat., Nov. 28	GFI Super Sat. Morn. MX	Perris Raceway
Sat., Dec. 5	GFI Super Sat. Morn. MX	Perris Raceway
Sat., Dec. 12	GFI Super Sat. Morn. MX	Perris Raceway
Sat., Dec. 19	GFI Super Sat. Morn. MX	Perris Raceway

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CMC

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Sun., Nov. 22 Sunrise
Manufacturers "B" Ride Series #1

Fri., Nov. 27 Sunrise
Friday Open Practice 8:00 a.m.

Sun., Nov. 29 Sunrise
Manufacturers "B" Ride Series #2

(714) 880-0016— FAX (714) 880-1734

Carlsbad Saturday Motocross

No Membership Required

Sat., Nov. 21st Sat., Dec. 5th
Sat., Nov. 28th Sat., Dec. 12th
Sat., Dec. 19th

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CALENDAR

December 5

CALIFORNIA MOTOCROSS
● GFI Super Sat. Perris Speedway, Perris. Info 714/788-5853.
CALIFORNIA SHORT TRACK
Dirt Sports Promotions. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
CALIFORNIA MINI RACE
CMMC Season Finale. Barona Oaks, Ramona. Info 619/749-1900.
DELAWARE SUPERBIKERS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA SHORT TRACK
● Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MEXICO OFF ROAD
ADRA. 16th Annual Sonoyta to Rocky Point Hare & Hound. Sonoyta, Senora. Info 602/252-1900.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Roy. Info 206/536-1620.

December 5-6

CALIFORNIA TRIALS
AMA/PITS. Geritol Observed Trial, Frank Raines Park. Info 916/753-2519.
CALIFORNIA MINI RACE
AMRRA. Adams, Riverside. Info 714/548-8429.
TEXAS MOTOCROSS
Goodtimes MX Park, Natilia. Info 512/663-6419.

December 6

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
● Warrior MX Park, Warrior. Info 205/841-7224 orr 841-7538.
CALIFORNIA GRAND PRIX
Doublecross GP. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA ROUGH SCRAMBLES
● AMA/D-36/Abnormal Promotions. Northern Calif. C'ship Rough Scrambles Series, #6. Stockton Fairgrounds, Stockton. Info 209/838-3200.
CALIFORNIA MOTOCROSS
Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA ENDURO-THON
San Jose Fairgrounds Speedway, San Jose. Info 408/436-8228.
CALIFORNIA MOTOCROSS
● GFI North. Pioneer Raceway, Oakdale. Info 209/847-9538 or 544-1027.
CALIFORNIA MOTOCROSS
● GFI/Motowest. Hollister Hills MX Track, Hollister. Info 408/238-8208 or 637-2073.
DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
ProSports USA. AIPA Benefit Race. Orlando MX Park, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
Dixie M/C Sports. Hillbilly Hills MX, Roberta. Info 912/788-0413 or 404/929-8392.
KENTUCKY HARE SCRAMBLES
AMA Mid-South C'ship Winter H.S. Series. Apex Valley Raceway, White Plains. Info 615/331-1475.
NORTH CAROLINA MOTOCROSS
● Wilkes County MX Park, Lenoir. Info 704/758-4342.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Broken Arrow/Tulsa. Info 918/486-1155.
OKLAHOMA MOTOCROSS
RBH, Inc. Fall Series. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OKLAHOMA MOTOCROSS
White Sands MX, Inc. Valliant. Info 405/933-7926.
OREGON MOTOCROSS
MXNW. Clarks Branch Cycle Club, Roseburg. Info 503/673-1671.
PENNSYLVANIA MOTOCROSS
Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 345-8734.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Winter Series. Riverside SX, Marietta. Info 803/836-6855 or 836-8900.
TENNESSEE MOTOCROSS
T-N-T Race Track, Milan. Info 901/987-3029.
TEXAS MOTOCROSS
Southwest Nat'l C'ship Series. El Paso MX Park, El Paso. Info 915/857-0215.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 206/225-8615 or 667-5701.
WASHINGTON HARE SCRAMBLES
NMA Off Road Series. Nasty Wench Hare Scrambles. Team Crutch M.C., Kent. Info 206/794-4358.

December 11-13

NEVADA OFF ROAD
Baja Promotions. 23rd Annual Mint 400. Las Vegas. Info 818/340-5750 or 992-6355.

December 12

CALIFORNIA MOTOCROSS
● GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA DUAL SPORT
AMA/D-37/Mojave Adventures. Idyllwild 100. Cleveland Nat'l Forest, Hemet. Info 619/244-4655.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
● Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443--5630 or 441-3139.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
WASHINGTON TT
AMA/D-27/Pro Sports. Oakwood Arena, Roy. Info 206/536-1620.
WASHINGTON MOTOCROSS
MXNW. Woodland MX Park, Woodland. Info 503/667-5701 or 206/225-8615.

December 12-13

CALIFORNIA DUAL SPORT
D-37. Mojave Adventures. Cleveland Nat'l Forest. Info 619/244-4655.

December 13

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS HARE SCRAMBLES
Dirt Bike Mike Promotions. Lost Creek Park, Amity. Info 501/342-5373.
CALIFORNIA ROUGH SCRAMBLES
● AMA/D-36/Abnormal Promotions. Stockton Fairgrounds, Stockton. Info 209/838-3200.
CALIFORNIA MOTOCROSS
● CRC. Starwest SX Park, Moreno Vally. Info 805/272-8889.
CALIFORNIA MOTOCROSS
● CMC MN/GSN Warm-Up. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS
● CMC. Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA HARE SCRAMBLES
AMA/D-36/2 & 2 Racing Team. 16th Annual Cowpuncher H.S. Hollister SVRA, Hollister. Info 510/828-0410.
CALIFORNIA MOTOCROSS
● GFI North. Pioneer Arena, Oakdale. Info 209/847-9538 or 544-1027.
CALIFORNIA MOTOCROSS
● GFI. Sandhill Ranch, Brentwood. Info 209/524-7013.
CALIFORNIA HARE SCRAMBLES
D-37/Dirt Diggers M.C. Teagle Wash area, Red Mountain. Info 714/883-5259.
CALIFORNIA MOTOCROSS
● GFI North. Pioneer Raceway, Oakdale. Info 209/847-9538 or 544-1027.
DELAWARE MOTOCROSS
AMA/DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
5th Annual Regional C'ship. MX of Marion County, Reddick. Info 904/591-2050 or 591-2377.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
FLORIDA TRIALS
FTR. Cahills, Crooms. Info 407/876-1214.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA SHORT TRACK/TT
Holiday Downs Raceway, Palmetto. Info 404/463-9077.
Georgia motocross
Echconnee Moto-X, Macon. Info 912/788-8227 or 956-5420.
KENTUCKY HARE SCRAMBLES
Pendleton County M.C. Park, Gardnersville. Info 606/472-3442.
MEXICO GRAND PRIX
● Too Much Fun Promotions. Cantamar Dunes MX GP Course, Rosarito Beach, Baja. Info 619/942-0640 or 011-52-661-21323.
MISSISSIPPI HARE SCRAMBLE
AMA Mid-South C'ship Series. Tupelo. Info 615/331-1475.
NEW YORK MUD/SNOW SCRAMBLES
AMA. Square Deal Riders M.C., Harpursville. Info 607/723-2387 or 693-2634.
OHIO HARE SCRAMBLES
Sunset Ramblers, Galion. Info 419/468-7228 or 683-3102.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Broken Arrow/Tulsa. Info 918/486-1155.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Winter Series. Riverside SX, Marietta. Info 803/836-6855 or 836-8900.
SOUTH CAROLINA HARE SCRAMBLES
SETRA/Family Riders/Santee Cycle Club. Which Way H.S., Holly Hill. Info 803/496-3616.
TEXAS HARE SCRAMBLES
TX Hare Scrambles Series/AMSA. Rockne. Info 512/892-4884.
WASHINGTON HARE SCRAMBLES
NMA off Road Series. Stumpjumpers M.C. Bite the Bullet H.S. Sultan. Info 206/483-9894.

December 18-20

CALIFORNIA ROAD RACE
WSMC. Willow Springs Int'l Raceway, Rosamond. Info 805/256-1234.

December 19

CALIFORNIA MOTOCROSS
● GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA SHORT TRACK
Dirt Sport Promotions, Inc. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
● Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MEXICO GRAND PRIX
Baja Promotions. Grans Prix de Baja Series. San Felipe GP, San Felipe, B.C. Info 818/340-5750 or 992-6355.

December 19-20

TEXAS MOTOCROSS
Goodtimes MX Park, Natilia. Info 512/663-6419.

December 20

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MARATHON
Sandhill Ranch, Brentwood. Info 209/524-7013.
CALIFORNIA GRAND PRIX
● CRC. Merry Xmas GP. Sunrise Cycle Park, Adelanto. Info 805/272-8889.
CALIFORNIA MOTOCROSS
● SRA Toys for Tots/CMC Stadium MX. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA ENDURO-THON
San Jose Fairgrounds Speedway, San Jose. Info 408/436-8228.
CALIFORNIA MOTOCROSS
● GFI/Motowest. Hollister Hills GP Track, Hollister. Info 408/238-8208 or 637-2073.
DELAWARE MOTOCROSS
AMA/DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
NORTH CAROLINA MOTOCROSS
● Wilkes County MX Park, Lenoir. Info 704/758-4342.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Broken Arrow/Tulsa. Info 918/486-1155.
OKLAHOMA MOTOCROSS
RBH, Inc. Fall Series. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 206/225-8615 or 667-5701.

December 26

ALABAMA SHORT TRACK
● Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Orlando. Info 813/443-5630 or 441-3139.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.

December 26-27

CALIFORNIA DUAL SPORT
D-37. Shamrocks M.C., Randsburg to Cal City. Info 805/272-9865.

December 27

ALABAMA MOTOCROSS
County Line MX, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
● GFI Winter Series. Sandhill Ranch, Brentwood. Info 209/524-7013.
CALIFORNIA DUAL SPORT
AMA/D-37/Shamrocks M.C. Yuletide Dual Sport Ride, California City. Info 818/362-9709.
FLORIDA MOTOCROSS
ProSports USA. Super Challenge IV. Orlando MX Park, Orlando. Info 407/568-2271.
NEW YORK MUD/SNOW SCRAMBLES
AMA. Square Deal Riders M.C. Raceway, Harpursville. Info 607/723-2387 or 693-2634.
OKLAHOMA MOTOCROSS
RBH, Inc. Fall Series Finale. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.

January 1

CALIFORNIA MARATHON
Hangover Marathon. Sandhill Ranch, Brentwood. Info 209/524-7013.
CALIFORNIA MOTOCROSS
● GFI North. Pioneer Raceway, Oakdale. Info 209/847-9538 or 544-1027.

January 1-3

TEXAS ARENACROSS
● AMA Nat'l Arenacross Series/Mike Kidd Promotions. Will Rogers Coliseum, Ft. Worth. Info 817/834-2298.

January 2

FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.

January 2-3

CALIFORNIA MOTOCROSS
● CMC GSN. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
TEXAS MOTOCROSS
Goodtimes MX Park, Natilia. Info 512/663-6419.

January 3

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
FLORIDA TRIALS
FTA Observed Trials. Crooms Park, Brooksville. Info 407/876-1214.
NORTH CAROLINA MOTOCROSS
● Wilkes County MX Park, Lenoir. Info 704/758-4342.
OKLAHOMA MOTOCROSS
RBH, Inc. Winter Series. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
TEXAS SWAP MEET
Motorcycle Expo/Show/Swap Meet. Arlington Convention Center, Arlington. Info 214/216-5520.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 206/225-8615 or 667-5701.

January 8-10

CALIFORNIA ARENACROSS
● AMA Nat'l Arenacross Series/Mike Kidd Promotions. Cow Palace, San Francisco. Info 817/834-2298.

January 9

FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 206/225-8615 or 667-5701.

January 9-10

CALIFORNIA ROAD RACE
ARRA. Bakersfield Raceway, Bakersfield. Info 209/723-9454.

January 10

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
INDIANA HARE SCRAMBLE
AMA Mid-South C'ship Winter H.S. Series. Tennyson. Info 615/331--1475.
NEW YORK MUD/SNOW SCRAMBLES
AMA. Square Deal Riders M.C. Raceway, Harpursville. Info 607/723-2387 or 693-6234.
OHIO HARE SCRAMBLES
Sunset Ramblers M.C., Galion. Info 419/468-7228 or 683-3102.
OKLAHOMA MOTOCROSS
RBH, Inc. Winter Series. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
SOUTH CAROLINA ENDURO
SETRA/FTR. Swamp Fox Enduro. Francis Marion Nat'l Forest, Wambaw Cycle Trail Head, Awendaw. Info 803/553-3473 or 553-1463.
TEXAS HARE SCRAMBLES
TX C'ship H.S. Series. DBSA. Hidden Valley, San Antonio. Info 512/545-4892.

January 16

FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Roy. Info 206/536-1620.

January 16-17

OHIO SUPERCROSS
AMA/American Motosports, Inc. Marion County Fairgrounds, Marion. Info 614/596-2057.
TEXAS MOTOCROSS
Goodtimes MX Park, Natilia. Info 512/663-6419.

January 17

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
IOWA SWAP MEET
J & P Promotions. 13th Annual M/C Parts Extravaganza. Downtown River Center, Davenport. Info 319/462-6011.
NORTH CAROLINA MOTOCROSS
● Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO SWAP MEET
J & P Promotions. 5th Annual Parts Extravaganza. Toledo Sports Arena, Toledo. Info 319/462-6011.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OREGON MOTOCROSS
● MXNW Series. Clarks Branch Cycle Club, Roseburg. Info 503/673-1671.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 206/225-8615 or 667-5701.

January 22-24

OKLAHOMA ARENACROSS
● AMA Nat'l Arenacross Series/Mike Kidd Promotions. Lazy E Arena, Guthrie. Info 817/834-2298.

January 23

FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 206/225-8615 or 667-5701.

January 23-24

TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info 512/663-6419.

January 24

ALABAMA HARE SCRAMBLES
AMA Mid-South C'ship H.S. Series. Battleground. Info 615/331-1475.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ILLINOIS SWAP MEET
J & P Promotions. 7th Annual Parts Extravaganza. Belle-Clair County Fairgrounds, Belleville. Info 319/462-6011.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
TEXAS HARE SCRAMBLES
TX C'ship H.S. Series/Trail Riders of Houston. Columbus. Info 713/933-0900 or 409/948-3360.

January 29-30

ARIZONA ICE SPEEDWAY
● WSRA/ICE/Budweiser Speedway Ice Racing C'ship IV. Tucson Convention Center, Tucson. Info 602/299-0206.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

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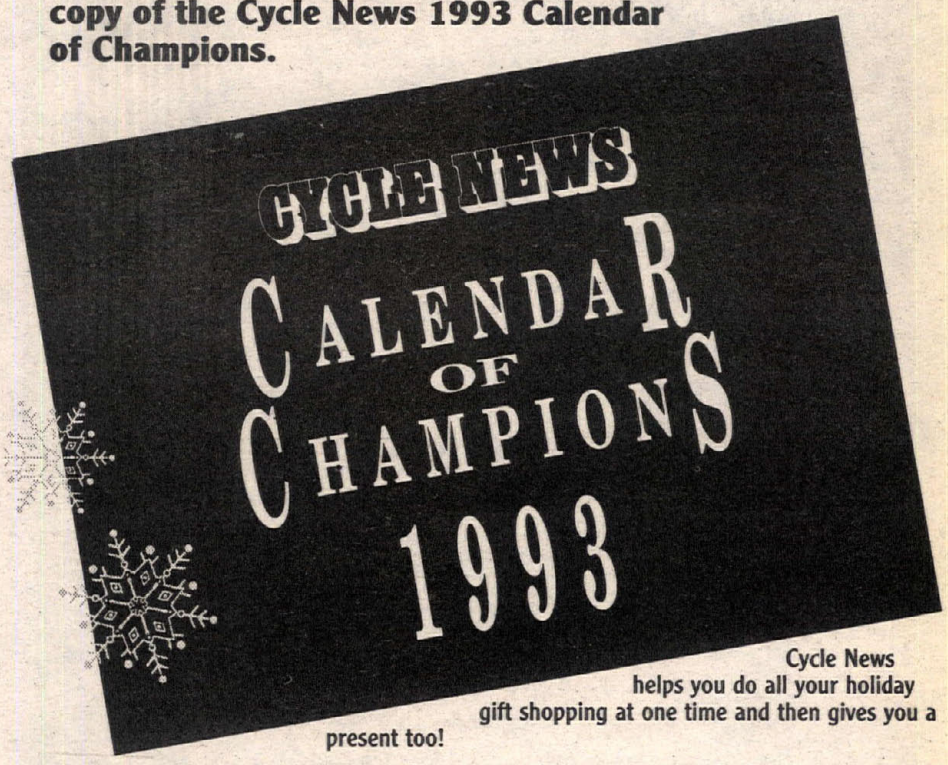

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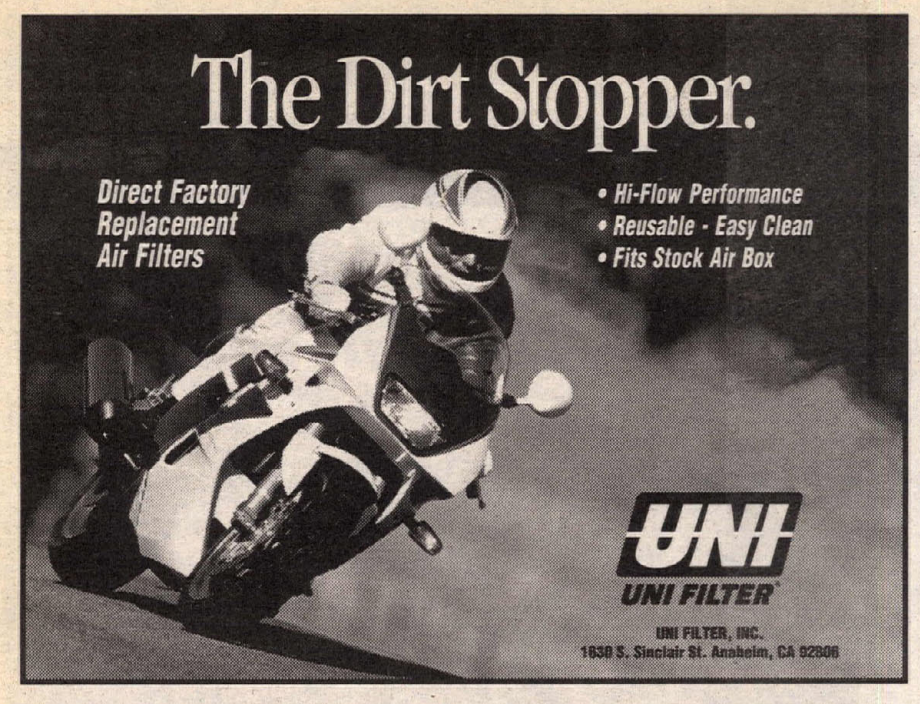

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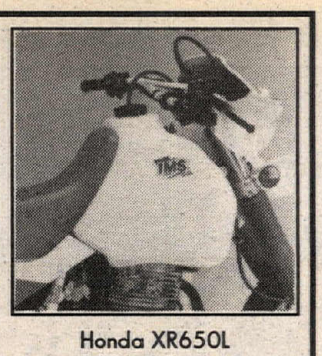

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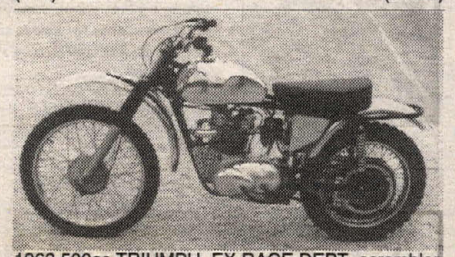

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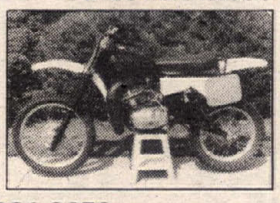

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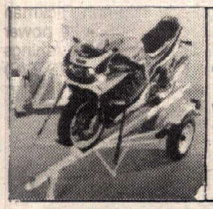

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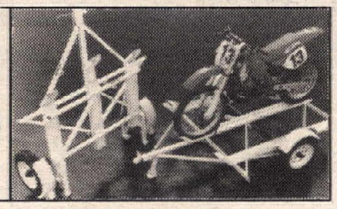

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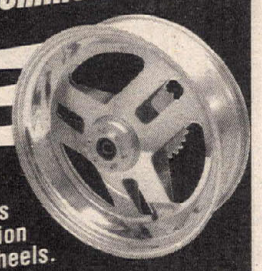

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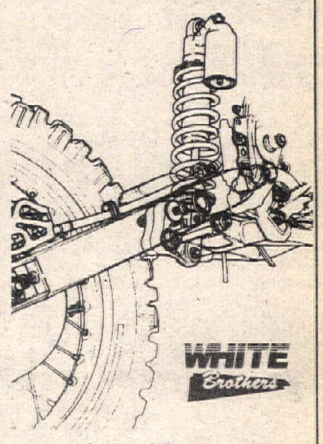

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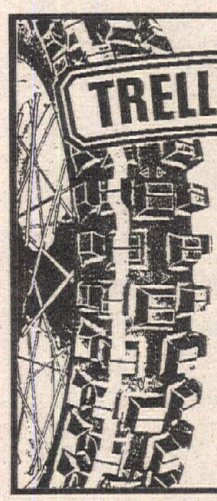

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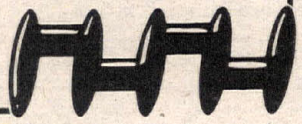

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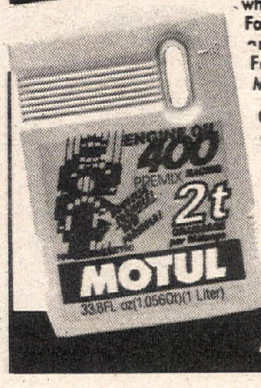

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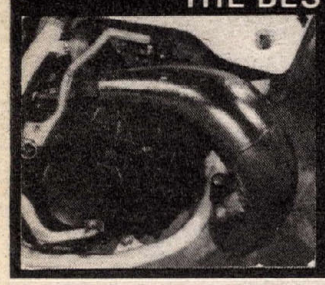

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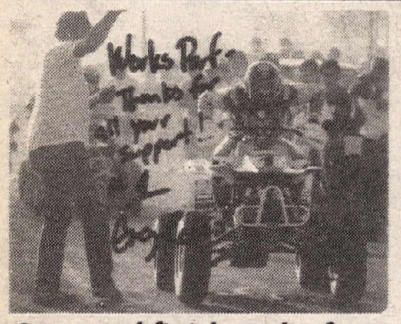

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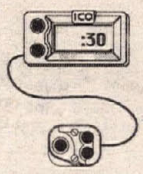

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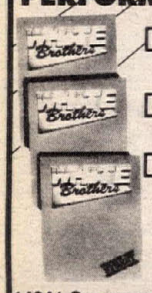

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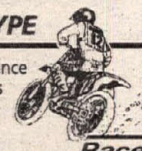

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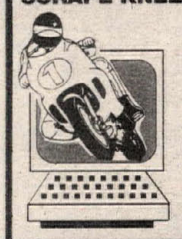

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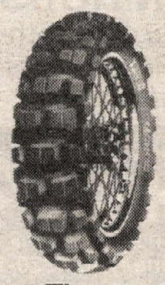

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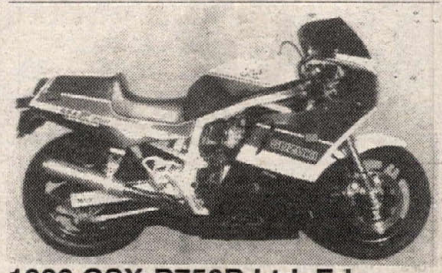

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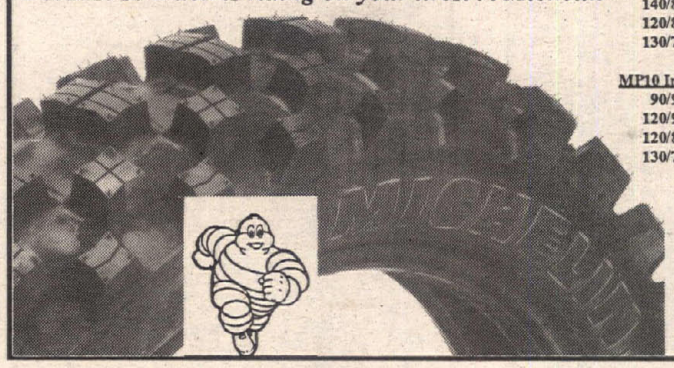

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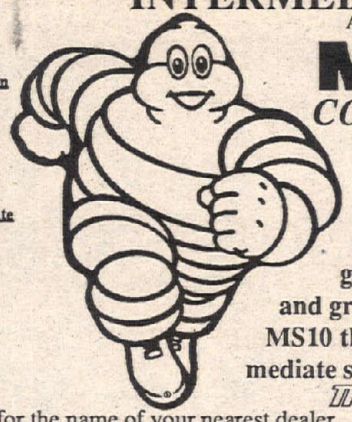

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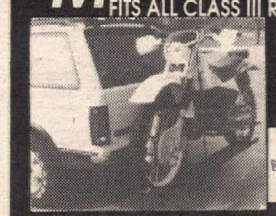

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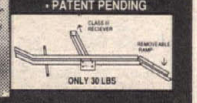

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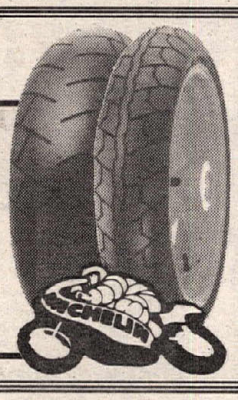

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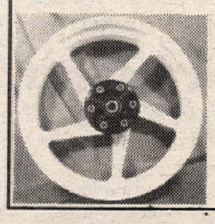

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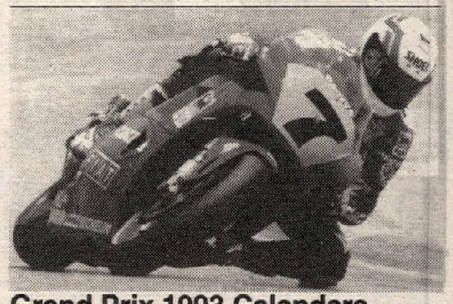

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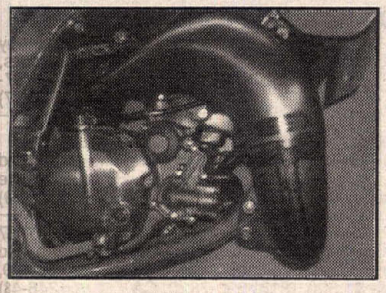

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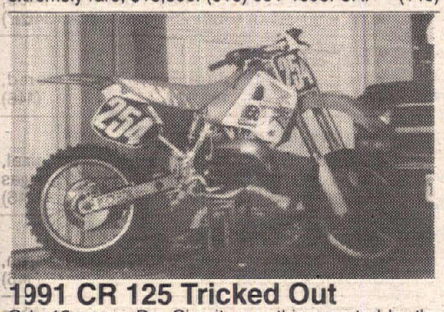

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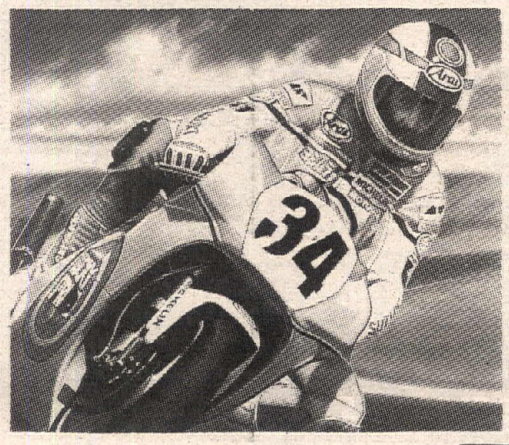
CRESPINEL

If you've been to the United States Grand Prix or the American round of the World Superbike Series in the past three years, you probably already know about James Crespinel.

His commissioned work includes portraits of Mikhail Gorbachev, Martina Navratilova, Michael Jordan, Brian Bosworth and Steve Largent, in addition to those of James Dean, Elvis Presley and Marilyn Monroe.

He is quickly becoming one of the most sought after competition artists in the United States.

Many world class riders themselves own original oil paintings by Crespinel and now lithographs of his works are available for both the collector and enthusiast alike, through Cycle News Products.



KEVIN SCHWANTZ

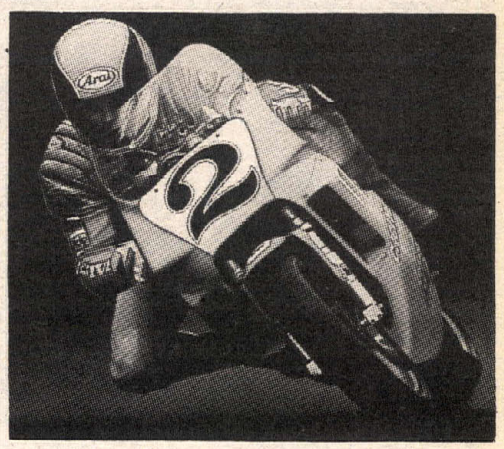
One of the fastest and most exciting riders on the Grand Prix circuit is Kevin Schwantz on his #34 Lucky Strike Suzuki. If his skill puts him at the top he will certainly be one of the most popular champions ever.

The original 7' x 8' oil painting was completed at the 1991 Daytona 200, and the deluxe edition lithographs were signed by Kevin Schwantz at the 1991 U.S. Grand Prix at Laguna Seca.

RANDY MAMOLA

No fewer than four times has Mamola been within just a few points of gaining his first World Championship title. He has been on the rostrum 57 times in his career and you can never count him out. The 1992 season will see his return to the GP scene on a Budweiser Yamaha ride.

This fine piece of art was created in Crespinel's studio and is a slightly different image of the one that was painted at the U.S. Grand Prix in 1989 at Laguna Seca.



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Carl Morin Hon
Don Lachapelle Yam
125 EX
Tony Lorusso Yam
Bill Dzielak Hon
Scott Carter Suz
Mike Treadwell Yam
Ted D'Onfrio Hon
200+ EX
Tony Lorusso Yam
Mike Treadwell Yam
Scott Carter Suz
Bill Dzielak Hon
John Dowd Kaw
125 AM
Austin Squires Suz
Jason Boron Kaw
Clint Rooney Hon
Chris Johnson Suz
Rich Frank Hon

Motocross NESC Middleboro, MA Oct. 25

85 BEG
Don Pepoon Suz
James St. Don Kaw
Bill Torello Kaw
Don Denham Kaw
Leo Lopes Hon
85 JR
Chris Findley Suz
Ed Brightman Suz
Tim Mynes Kaw
Bryan Cournoyer Kaw
Bryan Hedges Suz
85 ADV
Shane O'Connor Suz
Henry Komosa Suz
Keith Labonne Kaw
Chris Findley Suz
Ed Brightman Suz
125 YTH BEG
Jarrett Thomas Kaw
Bill Kudelchuk Hon
John Buckley Kaw
Rob Corbett Hon
Jason Poirer Kaw
125 YTH JR
John Silvia Kaw
Peter Gevry Suz
Matt Zicarro Kaw
Jason Lavallee Suz
Paul Dlugos Kaw
125 YTH ADV
Glen Labbee Kaw
Ryan Kaichen Kaw
Jason Boron Kaw
Jim Brothers Kaw
Darren O'Brien Hon
40+ SR
Jim Simone Kaw
Lou Colon Kaw
Ralph Loutitt Suz
Merle Monroe Kaw
Al Verraneault Kaw
30+ AM
Joe French Hon
Mark Hangos Suz
John Becker Jr Yam
David Hutchinson Hon
Scott Lecour Hon
30+ EX
Joe Mikalson Hon
Jim Meenan Yam
David Rudnicki Suz
Rory Eastman Hon
Mike Cook Yam
35+ AM
Peter Hersom Yam
Jim Simone Kaw
Lou Colon Kaw
Bob Baer Kaw
Pat Bolduc Hon
35+ EX
Jim Meenan Yam
Bob Piche Yam
Joe Ferrini Yam
Jack Weaver Yam
Gary Mikalson Yam
125 NOV
Bruce Delano Kaw
Carl Williams Hon
Eugene Ellis Hon
Mike Telesca Yam
David Williams Yam
200+ NOV
Glenn Burgess Suz
Jim Slavin Hon
Scott Peterson Kaw
Bob McNamara Hon
Jeremy Duff Hon
OPEN NOV
Norman Berube Jr. Hon
Jim Slavin Hon
Eugene Zaklukiewicz Kaw
Mike Colleur Suz
Scott Bentley Kaw
125 AM
Jason Boron Kaw
Brian Gingras Suz
Jim Brothers Kaw
Clint Rooney Hon
James Knapp Kaw
200+ AM
Don Plourde Yam
Brian Gingras Yam
John Derocher Kaw
Richard Carr Kaw
Andy Smith Yam
125 EX
Tony Lorosso Yam
John Dowd Kaw
Bill Dzielak Hon
Scott Carter Suz
Wally Silva Suz
200+ EX
John Dowd Kaw
Bill Dzielak Hon
Tony Lorusso Yam
Mike Treadwell Yam
Scott Carter Suz
SR NOV
Mike Telesca Yam
Merle Monroe Kaw
Don Achapelle Yam
Clovis Goyette Yam
Tom Navarro Hon

Motocross NESC Final Point Standings Fall Series 1992 Greenfield, MA Nov. 9

85
Keith Labonne 497
Henry Komosa 457
David Umhoefer 305
Bryan Cournoyer 282
Stephanie Perron 280
Paul Mainville 263
Tim Mynes 242
Jarad Golitko 240
Matt Charron 238
Bryan Hedges 229
125 YTH
Ryan Kaichen 485
Glen Labbe 451
Mark Shea 426
Jason Boron 384
Clint Rooney 314
Jim Brothers 269
Gerry Lashway 251
Darren O'Brien 238
Matt Tremblay 227
Larry Lashway 224
125 AM
Austin Squires 520
Jason Boron 470
Clint Rooney 430
Chris Johnson 372
Rich Frank 324
Ken Germain 302
Shane Smith 294
Chris Young 287
Brian Gingras 234
Joe Russo Jr. 210
125 EX
Tony Lorusso 528
Scott Carter 516
Bill Dzielak 511
Mike Treadwell 410
Ted D'Onfrio 333
Wally Silva 300
Eric Soucy 296
Pat Barton 289
John Dowd 275
Brian Austin 248
200+ EX
Tony Lorusso 546
Mike Treadwell 519
Scott Carter 422
Ed Morse 350
Bill Dzielak 339
John Dowd 335
Pat Barton 333
Todd Richotte 281
Tom Dowd 274
Gary Lussier 269
200+ AM
Steve Violette 546
John Derocher 482
Erik Robie 454
Brian Murray 315
Kurt McGrath 278
Richard Carr 250
David Boisvert 227
Mike Hurley 223
Joe Dube 221
Tom Landry 207
30+ VET/AM
Joe French 467
Scot Lecour 451
David Hutchinson 384
Mark Hangos 374
Andy Smith 296
Russell House 266
Keith Streib 243
John Becker Jr. 238
Donald Parsons 208
Jon Arndt 186
30+ VET/EX
Joe Mikalson 565
Jim Meenan 484
David Rudnicki 482
Wemyss Scott 464
David Clemence 357
John Camelio Jr. 328
Mike Cook 268
Rory Eastman 234
Don Grahn 171
Steve Burdette 170
35+ AM
Jim Simone 503
Peter Hersom 442
Lou Colon 429
Bob Swatik 345
Steve Cochrane 259
Dan Boone Sr. 244
Pat Bolduc 222
Ralph Loutitt 210
Al Verraneault 198
Bob Baer 193
35+ EX
Jim Meenan 601
David Clemence 465
Jack Weaver 393
Joe Ferrini 346
Don Grahn 312
Gary Mikalson 299
Jim Satryb 254
Bob Piche 177
Henry Komosa 113
Don Taylor 106
40+
Jim Simone 503
Lou Colon 494
Bob Swatik 391
Ralph Loutitt 327
Al Verraneault 300
Dennis Moran 300
Dan Boone Sr. 299
Don Lachapelle 293
Merle Monroe 290
Clovis Goyette 268

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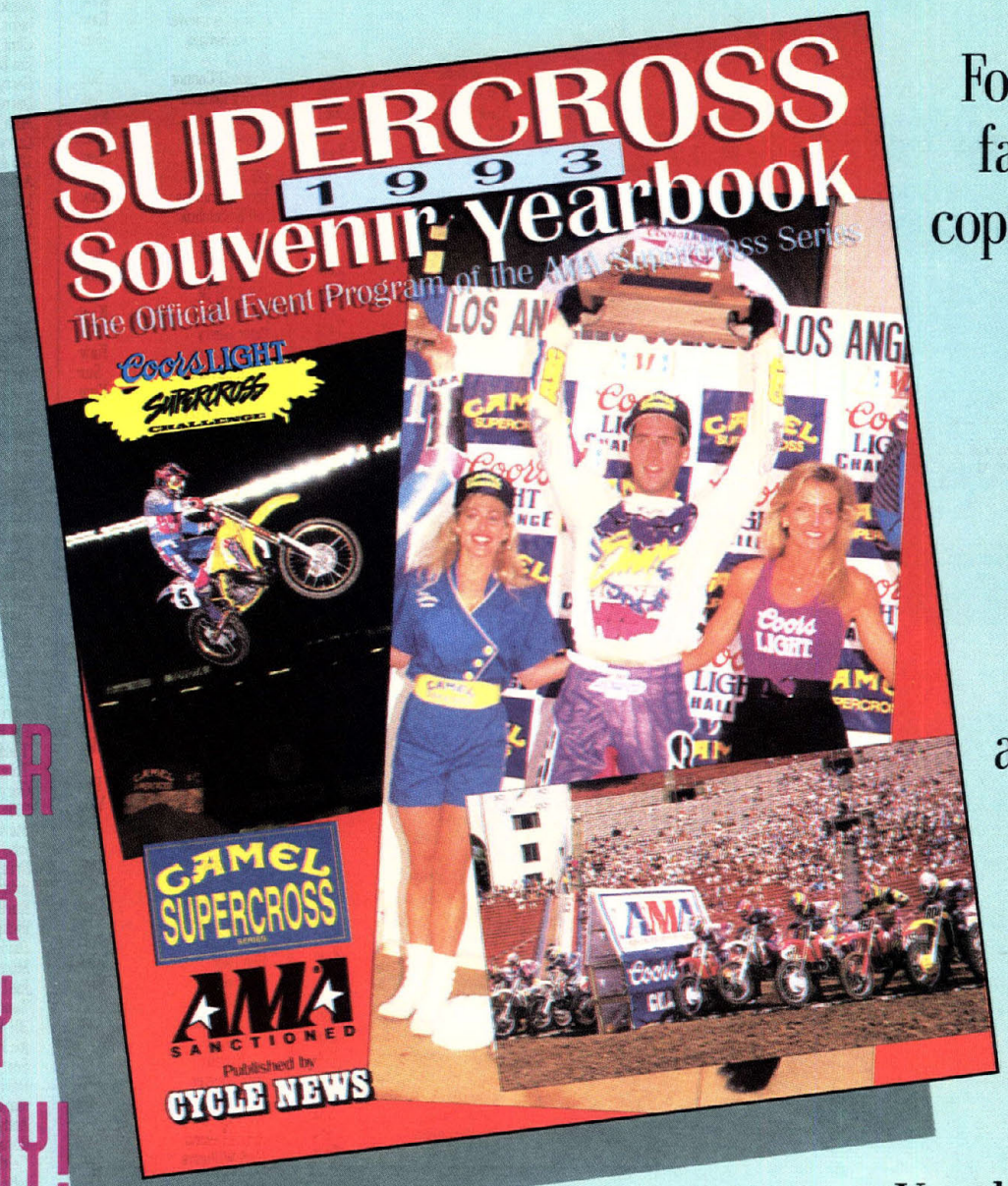

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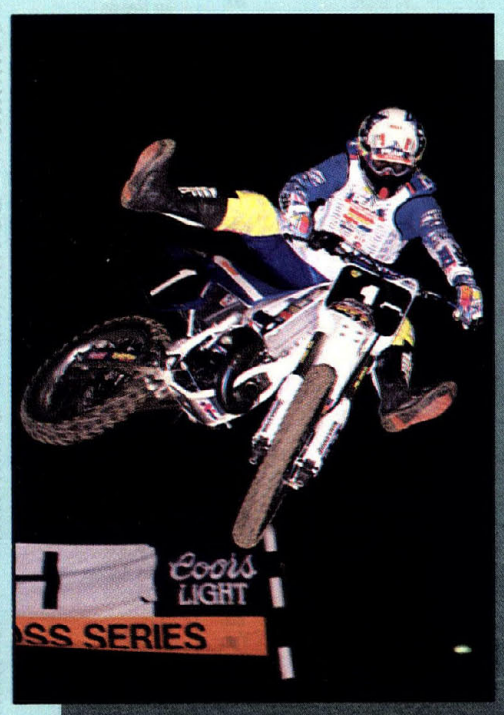

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